LOK SABHA DEBATES

(Part I—Questions and Answers)

VOLUME II, 1956

16th March to 16th April 1956

सत्यमेव जयते

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TWELFTH SESSION, 1956

(Vol, II contains Nos. 21 to 40)

LOK SABHA SECRETARIAT
NEW DELHI

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GIPN—S4—83 Lok Sabha—13-3-57—840

LOK SABHA

Thursday, 22nd March, 1956

The Lok Sabha met at Half Past Ten of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

CATERING ON RAILWAYS

***857. Shri Jhulan Sinha:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that there is a great disparity in the rate of meals varying from Rs. 2-4-0 in the dining car attached to the Frontier Mail to annas thirteen per meal in the Grand Trunk Express ; and

(b) if so, the reason therefor?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) The rate of Rs. 2/4/- relates to vegetarian meals served in Thalis in Restaurant Car of the Frontier Mail.

The rate of Rs. -/13/- is applicable to standard vegetarian meals served on the Grand Trunk Express from Refreshment Rooms on its route from Madras to Balharshah.

The rate for meals served from Dining Car of the Grant Trunk Express from Balharshah to Delhi is Rs. 1/4/-.

(b) The disparity between the prices is due to higher standard of service maintained in the Restaurant Cars, which normally cater in Western style, as compared to that in the Dining Cars and/or Refreshment Rooms, which normally cater in Indian style, as well as to difference in menu. The question of reduction is, however, under consideration.

Shri Jhulan Sinha: May I know whether the feasibility of fixing a uniform standard rate and a uniform standard menu throughout the country has been examined and whether any steps have been taken in that behalf?

Shri Shahnawaz Khan: That has been gone into in great detail, but the difference between the service in restaurant cars and dining cars will remain. The meals served in restaurant cars contain more items, and the standard of service and other things is much higher than that in dining cars.

Shri Dabhi: Is it not a fact that the charge of Rs. 2-4-0 in the Frontier Mail trains is very much, considering the quality of food that is served therein, and that several complaints have been made with regard to this?

The Deputy Minister of Railways and Transport (Shri Alagesan): Yes, Sir. It is true that we have received complaints against this, and perhaps it would be noted that in the answer to part (b) it has been stated that the question of reduction is under consideration. More than that, the quality also has to be ensured.

Shri A. M. Thomas: There may be difference in tastes, but I am afraid we cannot agree with the conclusion arrived at by the hon. Parliamentary Secretary with regard to the rate of Rs. 2-4-0 charged, that the service is better. Our experience is otherwise. It has been the experience of all those people who have been travelling by the Grand Trunk Express that the thirteen annas meal is the best that

we get on the railways. I do not understand why there is so much disparity in the rates. Will Government consider it immediately?

Sardar Hukam Singh: There may be also difference in tastes.

Shri Alagesan: I may inform the hon. Member and the House that the Southern Railway will be taking over the dining car service on the Grand Trunk Express departmentally from the 1st of April.

Shri Shree Narayan Das: As regards the complaints that are received by Government, may I know whether any departmental surprise check is made by the Government on the supplies in those trains?

Shri Alagesan: Yes, Sir. Such checks are being carried out; they can be intensified also.

श्रीमती मणिबेन पटेल: क्या मंत्री महोदय का ध्यान परंटियर मेल में कैटरिंग सर्विस में जो गिरावट आयी है उसकी ओर गया है ? बर्तन भी गंदे होते हैं, कपडे भी गंदे होते हैं और खाना भी पहले जैसा नहीं मिलता है ?

Shri Alagesan: We will take those things also into consideration.

सेठ गोविंद दास: क्या यह बात सही नहीं है कि जिस भोजन का दाम अधिक लिया जाता है, वह और जो सस्ता दिया जाता है, वह दोनों करीब करीब एक से ही रहते हैं और क्या इस बात का कुछ प्रयत्न किया जा रहा है कि भोजन अच्छा होते हुए भी दाम सब जगह करीब करीब एक से कर दिये जांय?

श्री शाहनवाज खां: जैसा कि अभी आनरेबुल डिप्टी मिनिस्टर कह चुके हैं, यह मसला जेर गौर है ।

MISUSE OF ALARM CHAIN ON RAILWAYS

***859. Shri Dabhi :** Will the Minister of **Railways** be pleased to state:

(a) whether a record is kept of the incidence of stoppage of passenger trains by pulling alarm chains;

(b) if so, the position with regard to each Railway in 1955; and

(c) the extent of the misuse of alarm chains?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes.

(b) A statement is laid on the table of the Lok Sabha. [*See* Appendix V, annexure No. 38].

(c) 87%.

Shri Dabhi: Out of these cases, may I know how many persons were prosecuted and how many were convicted?

Shri Shahnawaz Khan: Out of a total of 43,295 cases of chain-pullings, 600 people were prosecuted.

Shri Dabhi: May I know as to why, out of so many cases, only a very small number of persons were prosecuted?

Shri Shahnawaz Khan: In a majority of cases, in fact, in a very great majority of cases, the culprits could not be detected.

श्री भक्त दर्शन : क्या यह सत्य है कि यह जों जंजीर खींचने की घटनाऐं हैं, यह बिहार में ही अधिक संख्या में हो रही हैं और क्या इस के कारण का पता लगाने की कोशिश की गई है ?

श्री शाहनवाज खां : ऐसा तो नहीं है कि इस पुकार की घटनाएं सिर्फ बिहार में ही होती हैं, दूसरी जगहों पर भी होती हैं ।

Shri A. M. Thomas: May I know whether the Ministry is in a position to say what exactly is the percentage of the genuine use of chain-pulling?

Shri Shahnawaz Khan: It is a very small percentage.

Shri G. P. Sinha: May I know whether the chain-pulling is on the increase or decrease in certain parts of Bihar?

Shri Shahnawaz Khan: Recently we have taken steps to combat this evil and we have noticed a downward trend.

WATER SUPPLY AND DRAINAGE SCHEMES

*860. **Shri Krishnacharya Joshi:** Will the Minister of **Health** be pleased to state:

(a) whether State Governments have fully utilized the loans given by the Central Government for water supply and drainage schemes :

(b) the number of States which have passed on these loans to local bodies; and

(c) the total amount spent by each State Government during 1955 under this scheme?

The Deputy Minister of Health (Shrimati Chandrasekhar): (a) and (c). A statement is laid on the Table of the Lok Sabha. [*See* Appendix V, annexure No. 39].

(b) The loans have been passed on by State Governments to Local Bodies wherever the schemes are being implemented.

Shri Krishnacharya Joshi: What is the total amount provided in the First Five Year Plan for these schemes?

Shrimati Chandrasekhar: So far as urban water supply and sanitation schemes are concerned, Rs. 12·72 crores have been set apart.

Shri Krishnacharya Joshi: May I know why the whole amount was not spent on these schemes?

Shrimati Chandrasekhar: Actually out of this, Rs. 641·62 lakhs only have been paid to the States, and the reason for that is that the State Governments do not possess enough technical personnel required for the schemes. That is why the entire amount has not been fully utilised.

Shri Keshavaiengar: May I now why the Corporation of Bangalore has been denied this help for water supply?

Shrimati Chandrasekhar: That question should be put to the Mysore Government.

Shri S. C. Samanta: In the matter of spending this money, may I know whether attention has been given by the Government to the areas where cholera and other epidemic diseases occur very much?

Shrimati Chandrasekhar: Whenever the State Governments send up schemes, if they are up to the mark, the amounts are sanctioned. The required amount is given as loan for the urban areas and as grants-in-aid for the rural areas. The State Governments decide according to the needs of various places in the State.

The Minister of Health (Rajkumari Amrit Kaur): May I say in reply to the question that the State Health Ministers are advised to put up schemes for those areas where a protective water supply is most needed, but the actual schemes are in the hands of the State Governments.

Shri Krishnacharya Joshi: May I know how this loan will be returned—in how many years and in how many instalments?

Shrimati Chandrasekhar: I think, in thirty years.

Shri Gidwani: In reply to a question, the hon. Deputy Minister said that the State Governments have not got sufficient technical personnel to carry out the schemes. If that is a fact, will the Central Government look into the matter and see that the requisite personnel is provided by the Centre because after all this relates to the supply of drinking water?

Mr. Speaker: Order, order. There cannot be any speech regarding this.

Shrimati Chandrasekhar: In order to increase the availability of public health engineers to the States, we have started a course in the All India Institute of Public Health and Hygiene. We have trained about sixteen candidates. They are receiving training just now. It is for about three months and another course is for one year. Thereby, we want to see that there will be enough supply of

trained personnel but it is for the State Governments to send their persoonel for training.

Shri A. M. Thomas: In view of our big multi-purpose projects, has any scheme been prepared by the Health Ministry in co-ordination with the Ministry of Irrigation and Power for the supply of drinking water?

Shrimati Chandrasekhar: There is no such scheme.

Shri Hem Raj: May I know whether, in the backward hilly areas where the people are very poor, they will be given some subsidy instead of loans?

Shrimati Chandrasekhar: I said so in my reply. According to the schemes that we receive from the State Governments, we grant money; for the rural areas it is grant-in-aid and for urban areas, it is loan. It is for the State Governments to formulate schemes and decide things.

Shri G. P. Sinha: What amount of loan or subsidy has been given to Bihar, especially in view of the drought this year in Chhota Nagpur?

Shrimati Chandrasekhar: For Bihar, up to the end of 1955, the amount of loan is Rs. 100 lakhs.

ज्योतिर्मठ-बद्रीनाथ रोड

८६१. **श्री भक्त दर्शन** : क्या परिवहन मंत्री ५ दिसम्बर, १९५५ को दिये गये तारांकित प्रश्न संख्या ५२८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि ज्योतिर्मठ से बद्रीनाथ तक मोटर के लिये सड़क बनाने के बारे में तब से क्या प्रगति हुई है ?

रेलवे तथा परिवहन मंत्री के संसदीय सचिव (श्री शाहनवाज खां) : इस सडक के बनाने का सम्बन्ध मुख्य तौर पर (Primarily) उत्तर प्रदेश सरकार से है और वह अभी तक इस मामले पर विचार कर रही है ।

श्री भक्त दर्शन : क्या यह सत्य है कि पिछले वर्ष जब माननीय उप मंत्री महोदय ने बद्री नाथ की यात्रा की थी तो स्वयं उन्होंने इस सड़क की आवश्यकता को अनुभव किया था, और क्या इस बारे में उत्तर प्रदेश की सरकार को लिखा जा रहा है कि जल्दी की जाय ?

श्री शाहनवाज खां : जी हां उत्तर प्रदेश की सरकार को कई दफा लिखा गया है । आखिरी बार जुलाई १९५५ मे लिखा गया था और उन का जवाब सितम्बर १९५५ में आया था ।

श्री भक्त दर्शन : क्या गवर्नमेंट के ध्यान मे यह बात आई है कि पिछले दस वर्षों में इस सड़क मे केवल दस मील कि बढातरी हूई है और चुंकि यह अखिल भारतीय महत्व की सड़क है क्या इस के लिये विशेष अनुदान देने कि आवश्यकता अनुभव की जा रही है

रेलवे तथा परिवहन मंत्री (श्री एल० बी० शास्त्री) : जहां तक हमारा ताल्लूक है हम इस सड़क को काफी जरूरी समझते है और जैसा आप ने कहा कि डिप्टी मिनिस्टर साहब उधर गये थे और वहां उन्होंने भी इस बात पर ज़ोर दिया था लेकिन इस सड़क को जल्दी बनाना उत्तर प्रदेश की सरकार पर निर्भर करता है जो मदद हम देना चाहते है उस में हमारी तरफ से कोई कमी नहीं रहेगी ।

सेठ गोविंददास : इस सड़क के बनाने में कितना रुपया खर्च होगा और बद्रीनाथ मंदिर के एक अखिल भारतीय संस्था होने के कारण उस मे से कितनां रुपया केंद्रीय सरकार देने को तैयार है ?

श्री शाहनवाज खां : अभी तक जो प्रोग्राम था जोशी मठ तक सडक बनाने का, उस में सैंट्रल गवर्नमेंट ने ३३ लाख ७४ हजार रुपये देने का वादा किया था और जो प्रांतीय सरकार है उस को उस में से निस्फ देना था । आगे का जो हिस्सा बद्रीनाथ तक का है उसके लिये एस्टिमेस्ट्स माँगे गये हैं, जब वह आ जायेंगे तब फिर कोई फैसला किया जायेगा ।

गन्ना ढोने के लिये माल डिब्बोंका दिया जाना

*८६२ **श्री विभूति मिश्र** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५५-५६ में विभिन्न रेलवे स्टेशनों-से गन्ना ढोने के लिये रेलवे से छोटी लाइन और बडी लाइन के कितने डिब्बे माँगे गये थे ;

(ख) क्या यह सच है कि रेलवे ने अपेक्षित संख्या में माल डिब्बो को देने के बारे में अपनी असमर्थता व्यक्त की है; और

(ग) यदि हां, तो गन्ना उत्पादकों का गन्ना चीनी मिलों तक समय पर पहुंचाने के लिये और कौन से उपायों को सोचा गया है ?

रेलवे तथा परिवहन मंत्री के सभासचिव (श्री शाहनवाज खां) : (क) एक बयान सभा-पटल पर रख दिया गया है [देखिये परिशिष्ट ५ अनुबंध सं ४०]

(ख) जी नहीं।

(ग) गन्ना भेजने के लिए डिब्बों की प्रायः सभी मांगों को पूरा कर दिया गया है। केवल उत्तर और पूर्वोत्तर रेलों पर कुछ मांगें पूरी नहीं की जा सकी क्योंकि उनका पूरा करना रेल-प्रशासनों के बश की बात नही थी।

श्री विभूति मिश्र : सरकार की तरफ से जो बयान दिया गया है उस में कुल ५३,६६६ डब्बे बडी लाइन के लिये मांगे गये है, १३६,०५७ छोटी लाइन के लिये मांगे गये हैं और इन में से १०७,८२७ डब्बे पूर्वोत्तर रेलवे के लिये मांगे गये हैं। मैं जानना चाहता हूं कि अगर सरकार इस मांग को पूरा नहीं कर सकती है तो क्या ऐसा हो सकता है कि जो बड़े बडे स्टेशन हों जहां से गन्ना ज्यादा लादा जाता है उन पर सरकार की तरफ से बड़ी बड़ी ट्रक चलाई जायें ताकि किसानों का गन्ना मिलों तक पहुंच जाय और सरकार को भी आमदानी हो ?

श्री शाहनवाज खां : अभी तक पूर्वोत्तर रेलवे के लिये रेलवे प्रशासन ने २,२५० डब्बे सिर्फ गन्ना ढोने के लिये रक्खे हैं और ३५ गन्ना शटल गाडियां भी चलती हैं। हमे कोई खास दिक्कत गन्ना हटाने के बारे में महसूस नहीं हुई है। जब कोई ऐसी दिक्कत महसूस होगी तो फिर शायद किसी दूसरी चीज पर गौर किया जाय, लेकिन अभी तक कोई खास दिक्कत महसूस ही नहीं हुई।

श्री विभूति मिश्र : अभी पार्लियामेंट्री सेक्रेट्री साहब ने कहा कि पूर्वोत्तर रेलवे में कोई दिक्कत नहीं हैं, इसके पहले जो बयान दिया उस में उन्होने कहा था कि दिक्कत महसूस हुई है। मैं जानता हूं कि इन दो बयानों में से किस पर विश्वास किया जाय।

श्री शाहनवाज खां : बयान में मैंने कहा था कि केवल उत्तर और पूर्वोत्तर रेलों पर कुछ मांगे पूरी नही की जा सकीं। वह अभी तक पूरी नहीं हो सकीं पर हम उनको पूरा करने की कोशिश कर रहे हैं, और उस के हो जाने में कोई बहुत बडी दिक्कत नहीं है।

Shri K. P. Tripathi : May I know whether it is a fact that great stress is felt in some parts of the North-Eastern Railway for lack of wagons so much so that the cost of living in certain areas had risen because goods cannot be moved ? In these circumstances, may I know if the Ministry is giving priority to that area and in what period of time we are likely to get out of this difficulty ?

The Minister of Railways and Transport (Shri L. B. Shastri) : May I give the figures of indents and loadings. As Shri Bibhuti Mishra just now pointed out, the indents were for 1,07,827 wagons and the wagons supplied were 1,02,434. The difference is very small. It is only about 5,000. This situation has arisen on account of various difficulties. I would not like to go into them. During the Budget discussions, I gave detailed informations. We were doubling certain lines. It is all due to line capacity. The wagon position will not be so difficult in the current year because we are getting enough number of metre gauge wagons. The line capacity work has to be considerably increased and it is being done on an extensive scale and within this year, it would be possible to carry many more wagons and perhaps many more trains, when the line capacity works are completed. I do not think there will be any special difficulty in regard to the movement of sugarcane. If other means of transport are required it is not the job of the railways. Private carriers can do that work or if any other agency wants to take it up, we have no objection.

Shri G. P. Sinha : May I know whether the shortage of wagons is entirely due to the increased production of steel ?

Mr. Speaker : We are on sugarcane.

Shri G. P. Sinha : Is the shortage entirely due to the great projects for steel production ?

Shri L. B. Shastri: There has been some difficulty about steel. Perhaps the hon. Member means to suggest that the manufacture of wagons and other things were held up on account of shortage of steel, but the position is now improving gradually and we hope that there will be no difficulty in the supply of steel, so far as the Railways are concerned.

AIR AGREEMENT WITH U. K.

***863. Sardar Iqbal Singh:** Will the Minister of **Communications** be pleased to state when the bilateral Air Agreement between India and the United Kingdom is proposed to be reviewed?

The Minister in the Ministry of Communications (Shri Raj Bahadur): It is proposed to hold the annual review for determining the frequencies of services etc. to be operated by the airlines designated by the respective Governments during the next 12 months, sometime in the middle of April, 1956.

Sardar Iqbal Singh: May I know whether it is a fact that the Government of United Kingdom is not agreeing to our increasing the frequency of service between India and England?

Shri Raj Bahadur: No, Sir. Our past experience has been that wherever we have met in such conferences we have been able to mutually settle and agree about the frequencies to be operated by the services of each of the two countries. We hope the same thing will happen in future.

Sardar Iqbal Singh: May I know whether the Government will have reservation of passengers, as they have done with other countries, with the United Kingdom also?

Shri Raj Bahadur: These questions come up at the time of the conference. I can only say that we wanted to increase our frequencies from 5 to 6 on the United Kingdom sector and they agreed to it last year.

CO-OPERATIVE TRAINING CENTRES

***865. Shri Sivamurthi Swami:** Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Starred Question No. 792 on the 13th December, 1955 and state:

(a) the number of candidates who have received training in the various Co-operative Training Centres so far; and

(b) the total expense incurred thereon?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) 188 candidates have received higher training and 195 candidates have received intermediate training.

(b) Rs. 5·7 lakhs have been spent by the Reserve Bank of India from 1-6-54 to 31-1-56 on account of training of higher and intermediate personnel.

Shri Sivamurthi Swami: May I know whether all these persons have received training in the country or abroad?

Dr. P. S. Deshmukh: They have all received training in the country.

Shri Velayudhan: May I know whether any co-operative training institute subsidised by the Reserve Bank, is operating in the Travancore-Cochin State, how many students were trained and whether all of them are employed or not after training?

Dr. P. S. Deshmukh: We do not go so much State-wise. I would require notice to find out whether Travancore-Cochin State has got one or not. So far as subordinate personnel are concerned, training of subordinate personnel is held in 13 States among which I find the name of Travancore-Cochin.

Shri Velayudhan: May I know whether it is a fact that in the training centres or co-operative training institutes many of the professors or lecturers employed are merely part-time employees of the local colleges and they have not got any other advanced training in co-operative movement or the technical side of it?

Dr. P. S. Deshmukh : This scheme refers to the whole-time persons in service of State Governments. I do not know what difficulty my friend wants to point out and what solution is expected. I did not quite follow the question.

Shri T. N. Singh : May I know whether any new bias in the matter of training in the context of work expected from co-operative workers has been given at any of these centres and if that bias is given what is the nature of the specialised training now being given?

The Minister of Food and Agriculture (Shri A. P. Jain) : In fact, this training is given in co-operation and the training courses have been divided into tiers : the higher personnel the intermediary personnel and the subordinate personnel. Training for the higher personnel is given at the Poona college, training for the intermediary personnel is given in 5 centres located in Poona, Madras, Ranchi, Meerut and Indore and training for subordinate personnel is given in 13 States. This is the whole comprehensive course which gives training in co-operation.

Shri T. N. Singh : My question was, in view of the community development and extension servies, new types of co-operative workers are naturally required by the Government and whether any of these trainees will be of use in the context of this kind of work that is required to be done?

Shri A. P. Jain : Training to block level co-operative officers is also being given.

Shri R. P. Garg : May I know if all these candidates who get training in various co-operative centres have been absorbed in service?

Dr. P. S. Deshmukh : I think by and large they are all in service.

Shri A. M. Thomas : In view of our ambitious programme in the co-operative sector in the Second Five Year Plan may I enquire whether the Government have got an estimate of the required personnel? May I also enquire whether the Government has considered the necessity of upgrading of institutions in the various States? I recall to the hon. Minister for Agriculture the complaint that was raised when he presided over the Co-operative Conference in Travancore-Cochin that the Degrees granted by that Co-operative College are not being recognised.

Dr. P. S. Deshmukh : As the House knows, this whole training programme is entrusted to the Reserve Bank of India and I have no doubt that while establishing these institutions and making provisions for training they had an estimate of the requirements of personnel. The question of recognition or non-recognition or upgrading, I am sure, will be looked into if there is any cause for it.

Shri A. P. Jain : I may add that the requirements of personnel at different levels for the Second Five Year Plan have been fully worked out. The number of institutions which have to be set up for imparting training has also been worked out and the whole scheme is complete.

चीनी मिलें

*८६६. **श्री बलवंत सिंह मेहता :** क्या **खाद्य और कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) द्वितीय पंच वर्षीय योजना के अन्तर्गत सहकारी आधार पर चीनी मिलें चलाने के लिये किसानों को कितनी राशि सहायता के रूप में देने का विचार है; और

(ख) राजस्थान को कितना कोटा नियत गया है, वहां कितनी मिलें खोली जायेंगी और वे कहां कहां खोली जायेंगी ?

कृषि मंत्री (डा० पी० एस० देशमुख) : (क) राज्य सरकारों को सहकारी चीनी की मिलों की अंश पूंजी (शेयर कैपिटल) में हिस्सा लेने के लिए ५ करोड रुपयों की कर्ज के लिये व्यवस्था की गई है । राज्य व भारत सरकारों की संयुक्त जिम्मेदारी पर भारतीय इंडस्ट्रीयल फिनैन्स कार्पोरेशन (भारतीय औद्योगिक वित्त

निगम) भी ३५ लाख से ४५ लाख रुपये फी मिल कर्जा दे रही है ।

(ख) राज्यवार बटवारा नहीं किया गया है ।

श्री बलवन्त सिंह मेहता : अब तक सहकारिता के ढंग पर इस किस्म की कितनी मिलें खुली हैं और उनको कितनी सहायता दी गई है ?

डा० पी० एस० देशमुख : यह हमारा अनुमान है कि काश्तकार लोग जो कोग्रोपरेटिव मिलों की स्थापना करें वह १० से लेकर १५ लाख तक का कैपिटल खुद इकठ्ठा करें और उतना ही शेयर कैपिटल स्टेट गवर्नमेंट उसमें डाले । उसके बाद इंडस्ट्रियल फाइनेंस कारपोरेशन उनको कुछ कर्जा देगी । कुल खर्चा ६५ लाख से ८० लाख तक जाता है ।

श्री विभूति मिश्र : क्या सरकार समझती है कि जहां पर मिल की स्थापना की जाती है कि वहां के गरीब किसान १०--१५ लाख तक के शेयर खरीद सकते हैं ?

खाद्य और कृषि मन्त्री (श्री० ए० पी० जैन): जी हां, सरकार बिल्कुल ऐसा समझती है और ऐसा हुआ भी है और कई जगह पर इतना रुपया इकट्ठा किया गया है ।

Shri Velayudhan: With regard to part (a) of the question may I ask the Minister whether these co-operative societies are being formed by a few industrialists with the result that the very spirit of co-operative movement is lost when these sugar mills are allotted?

Shri A. P. Jain: The question is wholly misconceived, because these co-operatives are co-operatives of the sugarcane growers.

श्री श्री नारायण दास : अब तक कितने किसानों नें कितनी रकम के हिस्से इन सहकारी मिलों में खरीदे हैं ?

श्री ए० पी० जैन : मैं अंदाजे से कह रहा हूं कि करीब करीब २५ कोग्रोपरेटिव मिलों के लाइसेंस दिए गये हैं । उनमें से दो चार ऐसी भी शायद हैं जिन को दिए जा रहे है । एक मिल लग गई हैं और १० मिलों के आनेवाले क्रशिंग सीजन से पहले यह मिलें लग जायेंगी । बाकी केसिस में से भी कुछ ने पैसा इकट्ठा कर लिया है ।

श्री श्री नारायण दास : मेरा सवाल यह था कि .....

SHIPPING

***867. Shri P. C. Bose**: Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that Indian ships are debarred from lifting cargoes from way side ports like Colombo, Aden and Port Said etc.,on their way to and back from United Kingdom;

(b) the reasons thereof; and

(c) whether Government propose to take any step in the matter?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) The Indian Shipping Companies have not yet been admitted to the Shipping Conference governing some of these intermediate trade sectors, on the ground that these trades are adequately covered by the existing member lines.

(c) The Shipping Companies themselves have taken it up with the Conference Lines concerned and are making every effort to secure their rights. The question of Government taking any step in the matter does not, therefore, arise at this stage.

Shri P. C. Bose: May I know if the attention of the Government has been drawn to a statement in the *"Indian Shipping Magazine"* that the Indian ships are heavily losing on account of this handicap imposed on them?

Shri Alagesan: I have not had occasion to see that particular magazine, but regarding the handicap imposed on our shipping companies, as I have said, they have taken it up at the commercial level and are doing their best to get admission into these intermediate routes.

Shri Sarangadhar Das: May I know if the shipping companies ever asked for any assistance from Government in solving this matter?

Shri Alagesan: That is what I have tried to impress. The shipping companies themselves are negotiating with the member lines and they have not yet approached Government for any assistance. If that stage comes, certainly Government would consider what can be done in the matter.

Sardar Iqbal Singh: May I know whether it is a fact that great discrimination is shown to the Indian shipping companies especially in respect of the cargo to be shipped between England and India?

Shri Alagesan: I do not quite follow. If the hon. Member means that for shipping cargo on a Government-to-Government basis foreign ships are preferred to Indian ships, that is not correct.

Shri Thanu Pillai: May I know whether the port authorities in Colombo are giving a discriminatory treatment towards the Indian cargo ships as against the Ceylon-owned or Ceylon-operated cargo ships between Tuticorin and Colombo?

Shri Alagesan: We are not aware of any such discrimination, but we shall make enquiries.

Shri S. C. Samanta: Is it not a fact that since long, the Indian ships have been debarred from these privileges, and why the Indian shipping companies did not take up the matter early? May I also know when Government is expected to interfere in the matter?

Shri Alagesan: It is not as if the shipping companies have not taken up this matter. They have been continually agitating and are trying very hard, but they have not succeeded so far. We hope that they will succeed soon.

CONTRACEPTIVE FROM COMMON PEAS

*869. **Shri Gidwani:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that Dr. S. N. Sanyal of the Calcutta Bacteriological Institute has prepared a contraceptive from common peas which has been claimed to be very effective;

(b) if so, whether the drug has been tried and the results thereof?

The Deputy Minister of Health (Shrimati Chandrasekhar): (a) and (b). The drug is still under investigation and the results thereof are yet to be assessed.

Shri Gidwani: May I know whether Government have given any financial aid to Dr. Sanyal?

Shrimati Chandrasekhar: We have not given any financial aid, but we have sanctioned Rs. 32,140 in the current financial year to carry on some investigations on this matter.

Shri Gidwani: Has the attention of the Government been drawn to a speech made by the Prime Minister that all efforts to solve the problem of unemployment would come to nought, if the population continued to increase at a rapid rate? He said that a country's progress depended on the rate of investment and it would not be possible to raise the rate of national savings in India, unless, somehow the increase in population stopped.

Mr. Speaker: Hon. Member ought not to take the time of the House in that way.

Shri Gidwani: I wanted to know in view of the Prime Minister's observations what further steps have been taken.

Mr. Speaker: The question is how far the common peas can be utilised for this purpose. The general policy about limitation of population is there.

Shrimati A. Kale: Has Dr. Sanyal submitted an interim report and if so, what is the percentage of success so far achieved?

Shrimati Chandrasekhar: Dr. Sanyal has sent to us the sample of an oral contraceptive saying that it is very effective, but we cannot take it for granted that it is an effective remedy. So we have to carry on investigations. We have done some investigations in Bombay, and we are further continuing the same investigations there. Not satisfied with that, and since we want to have a further investigation, we have sent this sample to the All India Institute of Hygiene and Public Health, Calcutta, and we have sanctioned this amount —Rs. 32,140—for carrying on further investigations. After the investigations are complete, we will be able to say whether it is an effective remedy or not.

TRAINS ON REWARI BHATINDA LINE

***871. Shri R. K. Gupta:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the trains generally run late on Rewari-Bhatinda line of Northern Railways; and

(b) if so, the reasons therefor and the steps Government propose to take in this direction?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) No, Sir.

(b) Does not arise.

श्री आर० के० गुप्त : क्या यह ठीक है कि इन गाड़ियों के लेट होनेका मुख्य कारण इंजिनों की खराबी है।

श्री शाहनवाज खां : जी हां, आनरेबिल मेम्बर का फरमाना किसी हद तक बजा है। इस लाइन पर पुराने किस्म के इंजिन थे जिनको अब नये किस्म के बाई० वी० लोको-मोटिव्ह से तबदील किया जा रहा है और इसकी वजह से काफी तरक्की हो चुकी है।

Sardar Iqbal Singh: May I know whether the Parliamentary Secretary will lay on the Table of the House a statement showing the number of days on which these trains were on time in the last year?

Shri Shahnawaz Khan: I can tell the hon. Member that in the month of January, 1956, the percentage of punctuality was 94·1—a very high percentage indeed.

Sardar Iqbal Singh : May I know whether it is a fact that these trains are always late?

Shri Shahnawaz Khan: It is not a fact, Sir.

WAGONS FOR MINING INDUSTRY

***872. Shri Anirudha Sinha:** Will the Minister of **Railways** be pleased to state:

(a) whether the attention of the Railway administration has been drawn to the fact that the mining industry of iron and manganese in the Singhbhum District of Bihar is passing through a crisis due to non-supply of Railway wagons; and

(b) if so, the steps that have been or are being taken to improve the situation.

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Some representations about inadequate supply of wagons for the movement of Iron & Manganese Ores for export to Calcutta port from stations on the Bara Jamda area serving the Singhbhum District were received. It is true the position of wagon supply for movement of ore traffic from this area deteriorated from December 1955, due to considerable increase in the overall requirements of traffic to be met, as usual during the busy season.

(b) Consistent with the overall availability of wagons, steps are being taken to supply as many wagons as feasible to move the ore traffic from this area.

Shri Anirudha Sinha: May I know whether Government can give us any idea as to the quantity of iron ore and manganese ore lying in the different railway platforms in the Singhbhum district, waiting for shipment to the Calcutta port?

Shri Shahnawaz Khan: We do not have any exact estimate of the quantities lying there.

Shri G. P. Sinha: May I know whether a survey has been made about the railway wagons for the supply of iron ore which is needed for the three steel plants which are to be erected?

Shri Shahnawaz Khan: I do not think the detailed estimates have been prepared so far.

Shri P. C. Bose: What is the approximate number of wagons indented every day for loading the iron ore and what is the supply of wagons given by the railways?

Shri Shahnawaz Khan: The actual line capacity is three trains every day; but, as the hon. Member knows, the line between Barabani, Bara Jamda and Rajkharsawan is being doubled and it is likely that during the period that this work is under way, the supply of trains would be further reduced from three to, say, one and a half per day.

Mr. Speaker: Hon. Member wanted to know the demand of wagons per day and the supply position.

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Taking the months of July to November, or, rather comparing last year with the current year, there has been a greater supply of wagons. I have got the figures for the supply of wagons.

Mr. Speaker: Hon. Minister can give the figures for any day which the hon. Member wants.

Shri Alagesan: I have got the figures month-wise. Whereas only 2,329 wagons were supplied in the month of July, 1954, in 1955, the supply was 2,692 wagons. I have got the figures for several months.

Mr. Speaker: What is the demand?

Shri Alagesan: I do not have the figures for the demand.

Mr. Speaker: If he has the information, he can say that this is the supply and this is the demand.

गन्ना

*८७३. **श्री के० सी० सोधिया :** क्या खाद्य और कृषि मंत्री २५ नवम्बर, १९५५ को दिये गये तारांकित प्रश्न संख्या २२९ के उत्तर के संबंध में यह बताने की कृपा करेंगे कि गन्ना और चीनी के मूल्यों में समन्वय करने के प्रश्न पर विचार करने के लिये जो विशेषज्ञ समिति नियुक्त की गई थी, उसकी रिपोर्ट क्या सरकार को अब मिल गई है ?

कृषि मंत्री (डा० पी० एस० देशमुख) : जी नहीं।

श्री के० सी० सोधिया : यह कमेटी कब मुकर्रर की गई थी ?

डा० पी० एस० देशमुख : साल भर हुआ है। इसमें एक से ज्यादा कमेटियां मुकर्रर हुई हैं। पहली तो २ एप्रिल सन १९५५ को मुकर्रर हुई और एक उसके कुछ पूर्व हुई।

श्री० के० सी० सोधिया : इसकी रिपोर्ट कब तक मिलने की उम्मीद है ?

डा० पी० एस० देशमुख : यह कहना जरा मुश्किल है, वैसे जल्दी मिलने के लिए कोशिश कर रहे हैं।

Shri C. D. Pande: May I know whether, in the light of the expert opinion that has been expressed with regard to the tarai area in the Naini Tal District that the recovery is 9·6 per cent, the Government will consider the possibility of restoring the prices?

The Minister of Food and Agriculture (Shri A. P. Jain): Government are constantly watching the figures of recovery and if and when warranted by recovery, the price will be restored.

Shri Jhunjhunwala: Has any reference been made to the committee as to what will be the criterion on which they will arrive at the price, whether it will be on the recovery basis or on what basis?

Shri A. P. Jain: That is what they are required to recommend.

श्री भक्त दर्शन : क्या यह सत्य है कि नैनीताल जिले और देहरादून जिले में जो चीनी की मिलें हैं उनमें चीनी की रिकवरी कम होने के कारण गन्ने का मूल्य घटा दिया गया था और वहां की जनता ने इस संबंध में आन्दोलन भी किया था और क्या मैं जान सकता हूं कि अब इस बारे क्या स्थिति है ?

श्री ए० पी० जैन : यह वाक्या है कि देहरादून और नैनीताल की तराई में कीमत घटा दी गई थी लेकिन उसी के साथ में यह रक्खा गया था कि अगर जितनी कीमत घटी है उसकी निस्बत में रिकवरी ज्यादा होगी तो जितना बाकी पैसा है वह उनको दिलाया जायेगा ।

Buddha Jayanti

*874. **Shri Veeraswamy:** Will the Minister of **Railways** be pleased to state:

(a) whether any special trains will be run to and from Buddhist Centres in connection with 2500th *Buddha jayanti;*

(b) if so, from what stations;

(c) whether any publicity will be given regarding this facility in the regional languages; and

(d) whether return tickets will be issued from all Railway stations to the places of Buddhist interest having rail connection?

The Parliamentary Secretary to the Minister of Railways and Transport Shri (Shahnawaz Khan): (a) Yes, the extent feasible and as warranted by additional traffic.

(b) This will depend upon the disposition of traffic offering and the extent to which it can be cleared by normal train services and extra carriages by them.

(c) Whenever special trains are advertised to run, suitable publicity is given.

(d) Concessional return tickets from any station served by an air or sea port will be issued to foreign Buddhist Pilgrims visiting places of pilgrimage.

Shri Veeraswamy: May I know why return tickets cannot be issued to Indians coming from various places to the places of Buddhist interest in connection with this Jayanti?

Shri Shahnawaz Khan: We expect a very big crowd of Buddhist pilgrims from outside countries to come. We do not want to aggravate matters by issuing too many concessions to the people in this country.

Shri Veeraswamy: May I know the reasons why the Government have not yet come to any decision whether to run specials in connection with this Jayanti?

Shri Shahnawaz Khan: Government will have all arrangements ready and as soon as we feel the necessity for it, we will cope with the situation.

Shrimati Ila Palchoudhury: In view of what the hon. Minister has just said namely, that there will be many foreign Buddhists coming, will there be any interpreters at the stations to tell them the exact trains, etc., and help them?

The Minister of Railways and Transport (Shri L. B. Shastri): If necessary, we will make such arrangements.

Shri Thanu Pillai: May I know whether it is the intention of the Railway Ministry not to encourage Indian pilgrims coming from other stations to visit these Buddhist centres, as against foreign travellers?

The Deputy Minister of Railways and Transport (Shri Alagesan): It is not our intention not to encourage Indian pilgrims themselves. This concession has been given to the foreigners because they have to incur a larger expenditure in coming here and we wanted to facilitate their travel to these places of pilgrimage. As far as Indian pilgrims are concerned, there are other concession tickets which can be taken advantage of by them. There are circular tour concession tickets and return tickets issued at the time of the Dusserah, Diwali and Christmas spread over a number of months, May to December. There are also the

general return tickets proposed to be issued next year onwards from July to September. All these can be made use of by our people.

Shri Veeraswamy: In view of the fact that the Buddha Jayanti begins from the month of May, is it not desirable to issue return tickets to the Indian people from various stations from that date?

Shri Shahnawaz Khan: As I said before, we do not consider it desirable.

Mr. Speaker: Next question.

Shri Veeraswamy: One question, more, Sir.

Mr. Speaker: No. I have allowed a number of questions.

LIGHT-HOUSE DEVELOPMENT

***876. Shri Gadilingana Gowd:** Will the Minister of **Transport** be pleased to state:

(a) whether the Government of India have obtained the services of two foreign experts for assisting the country's light-house development programme;

(b) if so, to which countries these experts belong; and

(c) the terms of service?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes, Sir. The Government of India have recently obtained the services of two foreign experts under the United Nations Technical Assistance Board.

(b) One belongs to France and the other to Denmark.

(c) A statement is laid on the table of the Lok Sabha. [*See* Appendix V, annexure No. 41].

Shri Gadilingana Gowd: What is the estimated approximate expenditure on account of payment to these experts?

Shri Shahnawaz Khan: It is all contained in the statement. I may tell the hon. Member that it is the United Nations that pays for the salary of these experts.

COOPERATIVE SYSTEM IN CANADA

***877. Dr. Ram Subhag Singh:** Will the Minister of **Food and Agriculture** be pleased to state;

(a) whether Government have considered the report of the Indian Mission which had visited Canada in 1953 to study the co-operative system there; and

(b) if so, the main recommendations accepted?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) The main recommendations of the report regarding large sized credit societies, introduction of limited liability, co-operative marketing and education have been taken due note of in working out the structure of co-operative societies based on the report of the Rural Credit Survey Committee. Others will be kept note of in the course of implementation of the second Five Year Plan for co-operative development.

Dr. Ram Subhag Singh: May I know whether, as a result of these suggestions or recommendations any change is going to be effected in the system of training of co-operative workers?

Dr. P. S. Deshmukh: Yes, Sir. We want to bring it up to date and derive the utmost benefit from what this team has been in Canada.

Dr. Ram Subhag Singh: May I know whether the recommendation made by this committee in regard to advancing credit to the growers is similar to those which have been made by the Rural Credit Survey Committee?

Dr. P. S. Deshmukh: I could not say at the moment about this particular recommendation. I want notice.

Shri H. G. Vaishnav: May I know what extra expenditure the Government had to incur in the implementation of these recommendations?

The Minister of Food and Agriculture (Shri A. P. Jain): These recommendations are not being implemented

separately. In fact, this team went to Canada, studied the co-operative system there, and made certain observations and recommendations. In framing the general scheme for setting up of co-operative organisation in India, we took note of these recommendations, and the decisions were influenced by the report of this team.

Shri Bansilal: May I know whether the Government is contemplating to send a mission to study the industrial co-operative movement there?

Shri A. P. Jain: Not the industrial movement alone, but the development of the productive co-operative societies and in particular the agricultural productive co-operative societies.

Shri Bansilal: May I now whether any decision has been taken in regard to the selection of personnel for such a mission?

Shri A. P. Jain: Not yet.

Shri H. G. Vaishnav: What expenditure was incured over this mission?

Shri A. P. Jain: The expenditure was nominal—about Rs. 800—becuse the rest of the expenditure was borne by the Government of Canada under the Colombo Plan.

Buddha Jayanti

***878. Shri Bishwa Nath Roy:** Will the Minister of **Communications** be pleased to state whether there is any proposal to instal telephones in Kasia on the occasion of Buddha Jayanti in May next?

The Minister in the Ministry of Communications (Shri Raj Bahadur): Telephone facility already exists at Kasia.

Shri Bishwa Nath Roy: No, Sir. It is quite wrong.

Shri Raj Bahadur: My information is—I shall stand corrected if my hon. friend can prove it to be wrong —that a P. C. O. was opened on 11-7-55 from the Padrauna-Deoria exchange.

Shri Bishwa Nath Roy: I may say for the information of the hon. Minister that Kasia has got telegraph connection, but not telephone connections.

Mr. Speaker: The hon. Minister will make enquiries.

MADRAS CENTRAL STATION

***880. Shri Jhulan Sinha:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that there are inadequate arrangements for bath at the Madras Central Railways Station which is having one first class bath room only although the number of passengers there has been fairly large; and

(b) if so, whether Government propose to increase the number of bath rooms at the station?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). The question of providing additional bath rooms is under examination.

Shri Jhalan Sinha: May I know whether in arriving at any decision in this matter the average number of persons visiting this station daily will be taken into consideration?

Shri Shahnawaz Khan: Yes, Sir.

Shri Jhulan Sinha: May I also enquire if the Government will take into consideration the provision for bath in other places formerly known as presidency towns like Bombay and Calcutta?

Shri Shahnawaz Khan: Yes, Sir. It is the constant endeavour of the Government to see that every possible facility and amenity is given to the travelling public. The whole situation is constantly under review.

CATERING ON RAILWAYS

***882. Shri Dabhi:** Will the Minister of **Railways** be pleased to refer to items 27 and 28 of statement (ii) referred to in the reply given to Starred Question No. 757 on the 13th December, 1955 and state:

(a) whether Government have now taken a decision on the recommendations of the Commercial Committee

of the Railways regarding (i) standardisation of prices for tea and coffee and for meals served from dining or buffet cars, and (ii) scope for reduction in prices of vending articles; and

(b) if so, the decision arrived at by Government?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). Yes. The recommendations of the Commercial Committee, which are shown in the attached statement, have been accepted by the Government and necessary orders for their implementation issued to Railway Administrations. [*See* Appendix V, annexure No. 42].

Shri Dabhi: I had asked regarding the prices of meals served from dining cars, but information has been supplied regarding meals supplied from refreshment rooms.

Shri Shahnawaz Khan: It is given there. The price of meals served in a dining car is 4 annas over and above the price of meals served in the refreshment room.

Shri Dabhi: I had asked for information regarding the rates of meals served from dining cars.

Shri Shahnawaz Khan: It is Re 1-4-0.

Shri Dabhi: Is it not a fact that Rs. 2-4-0 is being charged?

Shri Shahnawaz Khan: There is some misunderstanding about it. The meal served from a restaurant car is quite distinct from a meal served in the dining car. They are different, and also there is difference in menu. The restaurant menu contains more items. It also contains *kheer* and *phirani*.

Mr. Speaker: Should hon. Members spend the time of Parliament in finding out whether it is Re. 1-4-0 or Re. 1-6-0? This can be ascertained either from the time-table or by getting the information or, when the hon. Member goes there he can just get a ticket and then know it. My only point is this. If there is any matter of policy as to why there ought to be such a great difference between the one and the other, it may be asked, but to find out whether it is Re. 1 or Re. 1-4-0, 13 annas or 12 annas—has Parliament to spend its time over small matters like this? Hereafter I will not admit these questions.

बहिर्विभागीय कर्मचारी

*८८५. **श्री भक्त दर्शन :** क्या संचार मंत्री १२ अगस्त, १९५५ को पूछे गये अतारांकित प्रश्न संख्या ३१९ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या डाक व तार विभाग के बहिर्विभागीय कर्मचारियों की सेवा की शर्तों और वेतन क्रमों को संशोधित करने के प्रश्न पर तब से अन्तिम निर्णय किया गया है; और

(ख) यदि हां, तो क्या उसके बारे में विवरण सभा के टेबल पर रखा जायेगा ?

संचार मंत्रालय में मंत्री (श्री राज बहादुर) :

(क) जी नहीं

(ख) यह प्रश्न नहीं उठता ।

श्री भक्त दर्शन : आप की कठिनाइयां क्या है जिनके कारण अभी तक कोई निर्णय नहीं हो पा रहा है ?

श्री राज बहादुर : कठिनाइयां तो प्रत्यक्ष हैं । अतिरिक्त विभागीय कर्मचारियों की संख्या ७०,००० से उपर है और अगर एक कर्मचारी की तन्ख्वाह पांच रुपये भी बढाई जाय तो आप इसका अन्दाज लगा सकते है कि लगभग ४२ लाख रुपये के खर्चा आ जाता है ।

श्री भक्त दर्शन : क्या यह आशा कि जा सकती है कि दूसरी पंच वर्षीय योजना की समाप्ति तक कम से कम इस सम्बन्ध में निर्णय हो जायेगा ?

श्री राज बहादूर : मैं यह निवेदन कर सकता हूं कि इस के लिये भी मौलिक सिध्दांत है और वह यह कि यह कोई तन्ख्वाह नहीं है । यह एक तरह का एलाउंस है और ऐसे व्यक्ति को दिया जाता है जो स्वयं इस काम को करने आता है वह एक या दो घंटे काम करता है और उस के लिये एलाउंस पाता है ।

Shri A. M. Thomas : May I recall to the hon. Minister the assurance given by him when the Ministry's Demand was being discussed last year that the matter of improvement in the conditions of these people was engaging the very serious attention of the Government ? May I enquire why there is so much delay and why some decision could not be taken.

Shri Raj Bahadur : As I said, the matter is under consideration. It involves financial implications. Apart from that, so far as prospects are concerned, we have done something for them by way of relaxing the conditions for regular recruitment and to regular service in the department in their case by relaxation of age-limit and relaxation of qualifications for Class III and Class IV posts.

Shri T. N. Singh : Will it be correct to assume that the matter is not under consideration so far as any revision of the terms and conditions of service are concerned ? Can we take it that there is nothing going to be done ?

The Minister of Communications (Shri Jagjivan Ram) : I would request the Members to bear the fundamentals of this system in mind before raising this question. The system proceeds on the basis that the extra-departmental agents who are employed as post-masters have other means of livelihood and that this is not their sole means of livelihood when they are employed as extra-departmental agents. One of the conditions of service is that they have got other means of livelihood. Then we have to see to the expansion of the post offices in the rural areas, and if we are to pay them salary on the same basis as the departmental employees or its nearest approach, it will be well nigh impossible to expand the postal facilities in the rural areas. We will therefore have to continue this system. But the question as to how far we can absorb extra-departmental post-masters or agents who possess the minimum qualifications in the regular cadre is being examined.

Shri Shree Narayan Das : May I know whether it is a fact that these extra-departmental post-masters have to spend something out of their allowance for contingencies? May I know whether any amount is given as contingency ?

Shri Raj Bahadur : They have not to spend as such. They are given the required forms, stationery etc. They are given these things.

Shri A. K. Gopalan : May I know whether the Minister knows that most of these people are teachers in elementary schools and their salary is very low?

Shri Raj Bahadur : The salaries of these teachers are supplemented by the allowance that they get for this extra-departmental job. To that extent they stand to gain. On their part it is a question of their volunteering to do this work for augmenting their income and on our part it is a question of expansion of postal service to rural areas.

Shri A. K. Gopalan : May I know how much the salary and the allowance put together come to?

Shri Raj Bahadur : That will differ from State to State. I do not know what are the salaries of teachers in Travancore-Cochin State.

Shri Kamath : Malabar, not Travancore-Cochin?

Mr. Speaker: Shri Vittal Rao. Absent.

Shrimati Renu Chakravartty: I have got the authority.

Mr. Speaker : Has it been handed over?

Shrimati Renu Chakravartty : Yes.

Mr. Speaker : What question?

Shrimati Renu Chakravartty : 858.

GOODS TRAINS BETWEEN HOWRAH AND MOGHULASARAI

***858. Shrimati Renu Chakravartty on behalf of Shri T. B. Vittal Rao :** Will the Minister of **Railways** be plea-

sed to refer to the reply given to Starred Question No. 320 on the 1st December, 1955 and state:

(a) the proposals envisaged to increase the capacity for movement of goods trains between Howrah and Moghulasarai ; and

(b) the number of additional goods trains that could be moved as a result of implementation of these proposals?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Details of the short-term measures taken to increase the capacity between Howrah and Moghulasarai are placed on the Table of the House. [*See* Appendix V, annexure No. 43.]

(b) 2 goods trains.

Shrimati Renu Chakravartty: May I know what will be the total increased capacity of goods trains movement between Moghulasarai and Kiul, and what time it will take to finish the work?

Shri Alagesan : Already we are able to run these extra two goods trains on several days. They are already running.

Shrimati Renu Chakravartty : The statement that has been laid on the Table of the House says:

"Provision of one Dn. receiving line and simultaneous movement and facilities between Up and Dn. reception and departure lines at Kiul — 45%."

Forty five per cent has been finished. How much longer will it take to finish the complete work?

Shri Alagesan : It should not take long. The hon. lady Member would have noted that some of the other works have been completed already even in November or December.

POSTAL LIFE INSURANCE HEAD OFFICE

***864. Shri K. K. Das** : Will the Minister of **Communications** be pleased to state:

(a) whether the Ministry contemplates to remove the head office of the Postal Life Insurance from Calcutta; and

(b) If so, the reasons thereof ?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) No such proposal is under consideration of the Government at present.

(b) Does not arise.

Shri A. M. Thomas : In the Administration Report it is stated there is a proposal to shift the office.

Shri Raj Bahadur : Not the office as such. The consideration is that with the decentralisation of work and with greater need for the Director of Postal Life Insurance to be with the Directorate, the Director himself might be shifted, but not the office.

Shri A. M. Thomas : May I enquire whether the Communications Ministry has taken note of the serious criticism made about the working of postal life insurance at the time of the discussion of the Bills on nationalisation of life insurance that although it is limited to Government employees it has not made sufficient progress...

Mr. Speaker : What is the question?

Shri A. M. Thomas : .....like the private sector, and whether Government has taken any steps to improve its working.

Shri Raj Bahadur : That is a question of opinion. I think we have made sufficient progress so far as the postal life insurance work is concerned. That can be proved from the increase in the income from premiums we are earning, increase in the number of policies that we have been able to book and increase in the business as such generally.

Shrimati Renu Chakravartty: I have got authority to put Q. No. 881 also.

Mr. Speaker: Yes.

MINING BOARDS

***881. Shrimati Renu Chakravartty on behalf of Shri T. B. Vittal Rao :** Will the Minister of **Labour** be pleased to state:

(a) the number of Mining Boards constituted as required by the Mines Act, 1952;

(b) when the draft Regulations were referred to these Boards,

(c) whether any Board has sent its observations on the draft Regulations; and

(d) if so, when the Regulations are likely to be promulgated?

The Deputy Minister of Labour (Shri Abid Ali) : (a) Four Mining Boards constituted under the Indian Mines Act, 1923, continue to function under the Mines Act, 1952. The question of their reconstitution and establishment of more such Boards in other areas has already been taken up with the State Governments.

(b) The draft Coal Mines Regulations and the draft Metalliferous Mines Regulations were referred to the State Governments for consulting the Mining Boards . on 18-11-1955 and 2-12-1955, respectively.

(c) Observations of the Mining Boards of West Bengal and Madhya Pradesh have been received. Comments of the two mining Boards of Bihar are still awaited.

(d) on recepit of the comments of the Mining Boards, the regulations are proposed to be placed before tripartite Committees for their consideration, before they are published for general information giving three months' time for public comments as required by the Act. It is expected that the regulations will be promulgated before the end of the year.

Shrimati Renu Chakravartty : May I know within what time the tripartite conference will be held, and the time by which the regulations will be promulgated?

Shri Abid Ali : Perhaps in May 1956.

WRITTEN ANSWERS TO QUESTIONS

SHIPPING

***868. Th. Lakshman Singh Charak :** Will the Minister of **Transport** be pleased to state:

(a) the number of Soviet ships which have reached Bombay Port carrying cargo during 1955-56; and

(b) the articles contained in these vessels?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) Six Soviet Ships called at the port of Bombay during the period from 1st April 1955 to 16th February 1956.

(b) Exhibition goods like machinery, tractors, agricultural equipment, steel beams and pipes, miscellaneous goods etc.

SUGAR FACTORIES IN ANDHRA

***870. Shri Lakshmayya :** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the number of sugar factories that are proposed to be opened in the Second Five Year Plan in Andhra;

(b) where Andhra State Government has recommended installation of sugar factories, one in Chittoor District and another at Hindupur in Anantapur District;

(c) if so, whether it is on co-operative basis or on private enterprise;

(d) whether licences have been granted to the said factories; and

(e) if not, whether it is still under the consideration of Government to grant licences ?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) No state-wise allocation has been made for licensing new sugar factories.

(b) Yes.

(c) Cooperative basis.

(d) Not yet.

(e) Yes.

ELECTRIFICATION OF RAILWAYS

***875. Shri Telkikar:** Will the Minister of **Railways** be pleased to state:

(a) whether Government propose to take steps for the electrification of railways in India in near future;

(b) the mileage to be covered (electrified) in the first year of the Second Five Year Plan; and

(c) the quantity of the coking coal to be saved by the electrification?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) Yes, Sir.

(b) Electrification in no new section is expected to be opened in 1956-57.

(c) Does not arise.

CO-OPERATIVE FARMING

***879. Shri B. S. Murthy :** Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Starred Question No. 599 on 9th March, 1956 and state:

(a) the increase in production during 1955-56 as a result of co-operative farming;

(b) the total areas under co-operative farming during that period;

(c) whether any target has been fixed for the Second Five Year Plan for co-operative farming; and

(d) if so, the acreage thereof?

The Minister of Agriculture (Dr. P. S. Deshmukh) : (a) Separate assessment of increased production on account of Co-operative farming has not been made.

(b) About 1,82,000 acres.

(c) Not yet.

(d) Does not arise.

TELEPRINTER

***883. Shri D. C. Sharma :** Will the Minister of **Communications** be pleased to state:

(a) the number of business houses to which teleprinter facilities have been given during 1955-56;

(b) the number of new transmission circuits established for press agencies; and

(c) the amount of money spent on these?

The Minister in the Ministry of Communications (Shri Raj Bahadur) : (a) 18.

(b) Total number of circuits leased out to Press and News agencies upto date is 111.

(c) It is not possible to give the cost of erection of the circuits. Generally the Government do not erect circuits for the parties. The Department only supply them spare channels, which are already built up. The demands from Government offices as well as from the Public are, however, kept in view in laying out new Voice Frequency Telegraphs systems. New construction is only taken up when absolutely essential or when only a portion of the line has to be erected.

GUDUR-RENIGUNTA LINE

***884. Shri Lakshmayya :** Will the Minister of **Railways** be pleased to state:

(a) how far the metre gauge line from Gudur to Renigunta has been converted into broad gauge;

(b) the amount spent so far;

(c) what is the estimated expenditure; and

(d) when it will be completed?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan) : (a) 35% overall progress has so far been made.

(b) About Rs. 66 lakhs.

(c) It is estimated to cost about Rs 216·5 lakhs.

(d) It is expected to be completed in January 1957.

ALL INDIA INDUSTRIAL TRIBUNAL

***886. Shri T. B. Vittal Rao :** Will the Minister of **Labour** be pleased to

refer to the reply given to Starred Question No. 939 on the 16th December, 1955 and state:

(a) whether the All India Industrial Tribunal (Colliery Disputes) have since submitted their award to Government; and

(b) if not, when it is likely to be received?

The Deputy Minister of Labour (Shri Abid Ali) : (a) Not yet.

(b) By the end of March or early in April, 1956.

EMPLOYMENT OF *Ex*-SERVICEMEN

500. Chaudhuri Muhammed Shaffee : Will the Minister of **Labour** be pleased to state:

(a) the number of ex-servicemen who have been employed through Employment Exchanges in 1955 Statewise; and

(b) the number of persons who are still on the waiting list?

The Deputy Minister of Labour (Shri Abid Ali) : (a) and (b). A statement is placed on the table of the Lok Sabha. [*See* Appendix V, annexure No. 44].

SHIFTING OF BIKANER STATION

501. Shri Karni Singhji : Will the Minister of **Railways** be pleased to state:

(a) whether the Rajasthan Government have made a proposal for shifting the Bikaner Station (Rajasthan) to another suitable site; and

(b) if so, the action taken in the matter?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) Yes, Sir.

(b) It is being investigated.

TUBE-WELL PROGRAMME

502. Shri Karni Singhji : Will the Minister of **Food and Agriculture** be pleased to state the programme of development proposed in the Second Five Year Plan regarding tube-well scheme?

The Minister of Agriculture (Dr. P. S. Deshmukh) : During the Second Plan period it is proposed to construct 3,756 irrigation tube-wells in the following States at an estimated cost of about Rs. 24 crores:

States	No of Tube-wells
1. Punjab	466
2. Pepsu	250
3. Uttar Pradesh	1,500
4. Bombay (North Gujerat)	400
5. Bombay (Tapti Valley)	100
6. Bihar (Aurongabad-Bhabua)	200
7. Madras	140
8. Andhra	200
9. West Bengal	150
10. Orissa	50
11. Madhya Pradesh	100
12. Saurashtra	50
13. Rajasthan	50
14. Assam	50
15. Madhya Bharat	50
	3,756

The construction of tube-wells in areas other than Punjab, Pepsu, Uttar Pradesh and Bombay (North Gujerat) will, however, depend upon the results of the Exploratory Tube-wells Programme of the Government of India for these areas.

2. This programme is expected to bring an additional area of about 1·2 million acres under irrigation.

PILGRIM TAX

503. Shri Kamath : Will the Minister of **Railways** be pleased to state:

(a) whether Government propose to levy a tax on pilgrims coming to Hoshangabad for a bath or dip in the Narmada river; and

(b) if so, the reasons therefor?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) No. The Government cannot levy such a tax unless general enabling legislation for levy of terminal tax (including pilgrim tax) on Railway passengers is enacted. This general issue is engaging the attention of the Government.

(b) Does not arise.

WATER COOLERS ON RAILWAYS

504. Shri R. K. Gupta : Will the Minister of **Railways** be pleased to state:

(a) the number of water coolers proposed to be installed on Northern Railway during 1956-57; and

(b) the names of stations where these water coolers will be installed?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 45.

(b) A statement is attached. [*See* Appendix V, annexure No. 45].

VENDORS ON RAILWAYS

505. Shri Kamath : Will the Minister of **Railways** be pleased to state:

(a) the number of petty vendors and tea-stall contractors on the Central, Eastern and North Eastern Railways whose contracts have been or are being terminated during 1955-56: and

(b) if so, the reasons therefor?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) and (b). The information is being collected in consultation with the Railway Administrations concerned and will be placed on the table of the House.

W.H.O.

506. Shri Krishnacharya Joshi : Will the Minister of **Health** be pleased to state:

(a) the total number of fellowships granted by the World Health Organisation during 1955; and

(b) the main subjects for which candidates for training abroad were selected?

The Minister of Health (Rajkumari Amrit Kaur) : (a) Eleven.

(b) Nursing, Physiotherapy, Health, Education, Medico-Social Work, Paediatrics, T. B. Control, and Sanitary Engineering.

PUBLIC HEALTH ORGANISATIONS

507. Shri Ibrahim : Will the Minister of **Health** be pleased to state:

(a) the number of organisations assisted by the Central Government for improving public health; and

(b) the actual assistance afforded to them during 1955-56?

The Minister of Health (Rajkumari Amrit Kaur): (a) The number of medical and health institutions, organisations etc., assisted by the Central Government during 1955-56 is 210.

(b) A statement is laid on the table of the Lok Sabha. [*Placed in Library, See* No. S-110/56].

POST OFFICE SAVINGS BANK ACCOUNTS

508. Shri D. C. Sharma : Will the Minister of **Communications** be pleased to state:

(a) The number of Post Office Savings Bank Accounts and Certificates of displaced persons transferred so far from Pakistan to India; and

(b) the number of Post Office Savings Bank Accounts and Certificates of persons who migrated from India to Pakistan transferred to that country so far?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) The number of Post Office Savings Bank Accounts and Certificates transferred from Pakistan to India upto the 9th March '56 is as follows:

Savings Banks Accounts ...	64,834
Postal Certificates ...	30,911

(b) The number of Post Office Savings Bank Accounts and Certificates, transferred from India to Pakistan upto the 9th March '56 is as follows:-

Savings Bank Accounts	26,256
Postal Certificates	15,748

KODAIKANAL OBSERVATORY

509. { **Shri S. C. Samanta :**
Shri Raghunath Singh :

Will the Minister of **Communications** be pleased to state :

(a) whether it is a fact that the Kodaikanal Observatory communicated that recently a large and active sunspot traversed in the sun's disc; and

(b) if so, the nature of disturbances that took place?

The Minister in the Ministry of Communications (Shri Raj Bahadur) : (a) Yes, Sir.

(b) The Kodaikanal Observatory recorded considerable disturbances both in the geomagnetic field and in the ionosphere during the period 18th to 26th January, 1956. Some radio communications were also reported to have been affected on the 20th January, 1956.

RESEARCH CENTRES FOR MENTALLY HANDICAPPED

510. Shrimati Ila Palchoudhury : Will the Minister of **Health** be pleased to state:

(a) whether there are any Government-sponsored Research Centres for the mentally handicapped;

(b) if so, the places of their location; and

(c) the number of cases dealt with during 1955 at these Centres?

The Minister of Health (Raj kumari Amrit Kaur) : (a) and (b). Yes. There is only one such centre, namely, the All-India Institute of Mental Health, Bangalore.

(c) 4,500 approximately.

अखिल भारतीय कृषक सम्मेलन

५११. **श्री अमर सिंह डामर** : क्या खाद्य और कृषि मंत्री यह बताने की कृपा करेंगे कि खाद्य और कृषि मंत्रालय ने अप्रेल १९५५ में जो अखिल भारतीय कृषक सम्मेलन बुलाया था, उस पर कुल कितना व्यय हुआ ?

कृषि मंत्री (डा० पी० एस० देशमुख) : खाद्य और कृषि मन्त्रालय ने ऐसा कोई सम्मेलन नहीं बुलाया, लेकिन नई दिल्ली में एक अप्रेल से पांच अप्रेल १९५५ तक किसानों का राष्ट्रीय सम्मेलन हुआ। यह फार्मर्स फोरम, इंडिया के तत्वावधान में हुआ जो कि एक प्राईवेट बाडी है और रजिस्ट्रेशन आफ सोसायटीज एक्ट १८६० के अधीन रजिस्टर्ड है । इसलिये इसके खर्च के साथ साथ और कृषि मन्त्रालय का कोई सम्बन्ध नहीं है ।

ASSAM RICE MILLS ASSOCIATION

512. Shri K. P. Tripathi : Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Assam Rice Mills Association, Gauhati has forwarded a statement showing their unsatisfied demand to date of Registrations for wagons made in November and December 1955 at Bijni, Tihu, Khorabari, Tangla, Udalguri and other stations; and

(b) if so, the steps taken in the matter?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) Yes.

(b) Consistent with the overall requirements to be met, steps were taken to increase the loading of rice in Assam during the current season as is evident from the fact that from November '55 to 20th February 1956, 2,892 wagons were loaded from stations in Alipur-duar and Lumding districts of Assam including the stations mentioned, against 2,001 wagons during the corresponding period of 1954-55 indicating an increase of 44·5% during this year.

DALMIA DADRI CEMENT, LTD.

513. Shri R. K. Gupta : Will the Minister of **Railways** be pleased to state:

(a) the total amount claimed for missing of goods and damages by Dalmia Dadri Cement, Ltd., during 1954-55 and 1955-56;

(b) the total amount, actually paid by Northern Railway to Dalmia Dadri Cement Ltd., against these claims during the same period?

The Deputy Minister of Railways and Transport (Shri Alagesan) :

*(a) 1954-55-Rs. †4,999-0-0
1955-56-Rs. ‡4,998-0-0
(Upto Dec. 55)

(b) 1954-55-Rs. 2,089-0-0
1955-56-Rs. Nil.
(Upto Dec. 55).

KHARAGPUR WORKSHOP

514. Shri Subodh Hasda : Will the Minister of **Railways** be pleased to state:

(a) the number of applications which had been received by the Personnel Officer, Kharagpur S. E. Railway from the Scheduled Tribes Candidates for the post of Workshop Khalasi in the Kharagpur Workshop in 1955;

(b) the number amongst them who had been provided with employment; and

(c) the quota for the Scheduled Tribes in 1955 in that workshop and whether that had been filled up?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) 156.

(b) 82.

(c) 77, of which 56 were filled during the year, and the balance 21 in January 1956.

OBSERVER TRAIN EXAMINERS

**515. { Shri Waghmare :
Shri. N. B. Chowdhury :**
Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that Eastern Railway employees at present working under the Director, Rail Movement and posted in East Pakistan (Santahar) in connection with cross goods traffic are being paid an allowance at a rate of Rs. 175/- per month for their posting in a foreign country; and

(b) if so, the reason why the same allowance is not paid to the Observer Train Examiners of Eastern Railway posted in East Pakistan in connection with Interchange of coaching stock?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) Yes, Sir.

(b) The matter is under examination.

DIRECTOR, RAIL MOVEMENT

516. Shri Kirolikar : Will the Minister of **Railways** be pleased to state whether Government have decided to abolish the post of Director, Rail Movement, Calcutta in view of the bifurcation of the Eastern Railway into two Railways?

The Deputy Minister of Railways and Transport (Shri Alagesan) : The matter is under consideration.

HOWRAH-BURDWAN ELECTRIFICATION SCHEME

517. Shri T. B. Vittal Rao : Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 276 on the 27th February 1956 and state:

(a) the countries from which equipment for the electrification of Howrah-Burdwan section are being imported; and

(b) the value thereof?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) The equipment to be imported for Calcutta Railway Electrification has been ordered in the following countries:—

U.K., Germany, Switzerland, Italy, Sweden, Belgium, Holland, Hungary, Japan and Denmark.

(b) The value of the equipment ordered abroad is approximately Rs. 8·77 crores.

*As the information sought for in part (b) of the question pertains to Nothern Railway, reply to part (a) is furnished pertaining to that Railway.

† This figure does not include the amount claimed in two cases as the same was not specified.

‡This figure does not include the amount claimed in eleven cases as the same was not specified.

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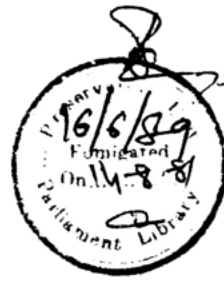

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Dated 27.2.2015

LOK SABHA

Thursday, 22nd March, 1956

The Lok Sabha met at Half Past Ten of the Clock

[MR. SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(*See* Part I)

11-30 A.M.

ADMISSION OF QUESTIONS

Mr. Speaker: I have received some complaint regarding the admission of questions, and I find that one hon. Member in the course of the debate on the General Budget made a reference to the manner in which questions are admitted. I have since thought of this matter, and I propose having an officer sitting somewhere in the Notice Office, along with a stenographer. Any hon. Member who has got doubts and difficulties in the matter of framing of questions can take advantage of that. Whoever finds that his questions have not been admitted properly or that there is a delay in admitting the questions can go and inform that officer, and if still he is not satisfied he can say that that matter must receive the consideration of the Speaker, in which case the matter will be brought up to me, and I shall look into it again. I want to avoid repetition of complaints as much as possible.

BUSINESS OF THE HOUSE

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): With your permission, Sir, I beg to announce a few changes in the programme of dates for the discussion of the Demands for Grants.

According to these changes, the Demands for Grants for the following Ministries will be taken up for discussion as under:

Ministry of Education....3rd April instead of 11th April.

Ministry of Health....3rd and 4th April instead of 4th April only.

Mr. Speaker: This schedule will be circulated to hon. Members.

Shri Satya Narayan Sinha: Ministry of Production....5th April instead of 9th April.

Ministry of Food and Agriculture.... 9th April instead of 3rd April.

Ministry of Labour....9th and 10th April instead of 5th April.

The programme of dates as revised will be communicated to Members through the Bulletin also.

Shri T. N. Singh (Banaras Distt.—East): May we know why the time allotted for the Demands for Grants pertaining to the Ministry of Education has been reduced, and why the time allotted for those relating to the Ministry of Health has been increased?

An Hon. Member: Health is more important.

Shri Satya Narayan Sinha: The time has not been reduced.

Shri Frank Anthony (Nominated—Anglo-Indians): Only the dates have been changed.

Shri Satya Narayan Sinha: Only the dates have been changed, in order to suit the convenience of some of the Ministers concerned who had their previous engagements fixed; we did not know of them when we fixed the dates originally.

Shri T. N. Singh: One day had been allotted for the Ministry of Health, and one day for the Ministry of Education. Now, there will be only half a day presumably for the Ministry of Education, and half of that and the next day will be available for the Ministry of Health.

Shri Satya Narayan Sinha: The allotment is not by days, it is by hours. And there has been no change in the original programme which we had drafted.

DEMANDS FOR GRANTS

Mr. Speaker: The House will now take up discussion of the Demands for Grants Nos. 5, 6, 7, 8, 9, 10, 114, 115 and 116 relating to the Ministry of Communications. As the House is aware 6 hours have been allotted for the Demands of this Ministry.

There are a number of cut motions to these various Demands. Hon. Members may hand over the numbers of the select cut motions, which they propose to move, at the Table, within 15 minutes. I shall treat them as moved, if the Members in whose names those cut motions stand are present in the House and the motions are otherwise in order.

The time-limit for speeches will, as usual, be 15 minutes for the Members including movers of cut motions, and 20 minutes, if necessary, for Leaders of Groups.

I would like to say one more thing. Yesterday, on the Demands for Grants relating to the Ministry of Defence, there were a number of very good speeches, and still I was not able to call, or give an opportunity, to all Members who wanted to participate. Some hon. Members have informed me that they had come prepared, and they were also in the consultative committee. I am sorry I was not able to accommodate them.

May I request hon. Members to adopt the following course which I think will be beneficial? Through the Bulletin, hon. Members will be informed of the dates when the Demands for Grants relating to the other Ministries will come up for discussion. Even from now on, the groups, including the Congress Party may consider the desirablity of putting up their spokesmen, and send their names to me. I shall arrange them in an order, and also enable them to study and distribute various items as between themselves.

For instance, in regard to the Defence Ministry, some hon. Members can deal with the services, others can deal with the ordnance factories, a third group of hon. Members can deal with the Army, Navy and so on, so that the debate may be of a very high order,—not that I say that it was not of a high order all along —but it may be fuller and more informing.

We may also develop this convention that if we are unable to devote sufficient time to any particular Ministry, hon. Members may sit together with the Minister—the Deputy Minister also may be requested—and resolve any difficulties which they have got and which could not be resolved here on the floor of the House for want of time. That convention may be developed in the future.

I would welcome any suggestions from the leaders of the parties, so far as this matter is concerned, later on. Or in the meanwhile, if they approve of this, they may send chits to me in advance, —even two or three days in advance,— indicating the names of the Members. If necessary, I shall even put up a notice regarding the names of the Members whom I propose to call, and to whom I am going to give an opportunity. But I am afraid of only one thing, namely that all the other Members may go out of the House thinking that these are the only Members who are going to be called, and therefore they would not get any opportunity. That is my difficulty.

Shri U. M. Trivedi (Chittor): Do not disclose the names.

Shri C. D. Pande (Naini Tal Distt. *cum* Almora Distt.—South-West *cum* Bareilly Distt.—North): Do not hang the names on the Notice Board.

Shri T. N. Singh: Do not give out the names.

Mr. Speaker: Very well.

Shri A. K. Gopalan (Cannanore): We approve of this.

Mr. Speaker: I would like to say one more thing. The elections are coming off in 1957. All hon. Members, irrespective of whether they sit in the front benches, the middle benches or the back benches, would like to have opportunities to speak on the floor of the House. Let us give opportunities to all sections.

Now, some hon. Members took part in the general discussion on the Railway Budget; some others took part in the discussion on the Demands for Grants and the cut motions thereto; a third group took part in the general discussion on the General Budget; and now, hon. Members are taking part in the discussion of the Demands for Grants relating to the various Ministries. But I find a certain amount of overlapping. Before the session ends, let all hon. Members

have the satisfaction that they caught my eye at least once, and had an opportunity to speak.

DEMAND NO. 5—MINISTRY OF COMMUNICATIONS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 15,14,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ministry of Communications'."

DEMAND NO. 6—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 48,14,27,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Indian Posts & Telegraphs Department (including Working Expenses)'."

DEMAND NO. 7—METEOROLOGY

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,25,18,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Meteorology'."

DEMAND NO. 8—OVERSEAS COMMUNICATIONS SERVICE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 96,50,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Overseas Communications Service'."

DEMAND NO. 9—AVIATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,47,63,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Aviation'."

DEMAND NO. 10—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF COMMUNICATIONS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 15,13,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Communications'."

DEMAND NO. 114—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 22,44,33,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenue)'."

DEMAND NO. 115—CAPITAL OUTLAY ON CIVIL AVIATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,09,15,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Capital Outlay on Civil Aviation'."

DEMAND NO. 116—OTHER CAPITAL OUTLAY OF THE MINISTRY OF COMMUNICATIONS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 6,14,19,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Other Capital Outlay of the Ministry of Communications'."

Shri A. M. Thomas (Ernakulam): Mr. Speaker, Sir, I have very great

[Shri A. M. Thomas]

pleasure in participating in the discussion on the Demands for Grants of this Ministry. At the outset, I would like to place on record my appreciation of the excellent work that this Ministry has turned out, and the phenomenal progress that it has achieved. The Communications Ministry is one of the most popular Ministries functioning at the Centre.

When the question of budget leakage was discussed on a number of occasions here, there has been clarification as to the nature of consultations before framing the budget proposals. The enhancement in the postal rates that is in the registration rates as well as in the telegram rates, might certainly have been done, therefore, in consultation with the Communications Minister. I am not one of those who raise an alarm on this increase? If there had been an enhancement in the postcard rate or the price of inland letter or the price of envelopes for that matter it would have been a serious matter. I do not think that the present step affects the ordinary man to such an extent as to provoke our opposition to this measure. The Report of the Taxation Inquiry Commission says that there is no objection to pricing policies which aim over a long period at realising a surplus from the operation of such State undertakings. I would, at the same time, wish to emphasise that the Ministry should resist any attempt to obtain any substantial surplus by running this department. We know that the enhancement of the book packet rate has been resented by the general public and there is a committee inquiring into it; I believe that some relief will be granted in that matter. In other advanced countries also where postal, telegraph and telephone facilities are daily on the increase, this is not considered to be a purely commercial department—and there are some countries where it is run even at a loss—so that the excuse should not be given that in order to expand postal and telegraph facilities, there must be some increase in the rates. I wish to submit that this convenience that we give to the general public should be a charge on the general revenues.

Having regard to the comfortable position, as disclosed in the revised estimates of this year, I doubt the wisdom of the Communications Minister in agreeing to this enhancement, although, as I have already submitted, it does not affect the ordinary man. According to the budget estimates, the receipts would have amounted to Rs. 47·72 crores and the expenditure, Rs. 47·02 crores, leaving a surplus of Rs. 70 lakhs. But according to the revised estimates, these figures are, Rs. 49·35 crores and Rs. 47·08 crores, leaving a surplus of Rs. 2·27 crores. According to the budget estimates of the next year, the corresponding figures are Rs. 51·54 crores and Rs. 50·89 crores, leaving only a small balance, and we may not be far wrong in expecting that there will be a comfortable surplus as in the current year.

Although we have all to feel proud of the record of the Communications Ministry, I wish to state that compared with other countries, the facilities given are still poor, especially in the field of the telegraph and telephone. We are however, glad to find that programmes are going to be further expanded and there will be still more phenomenal progress in the Second Five-Year Plan period.

Before leaving the posts and telegraphs section, I wish to state some points for the consideration of the Ministry. One point I wish to emphasise is that the Communications Ministry also must go all out to be in the service of the nation. The entire Ministry and the services must rise to the occasion in finding out resources for the Plan also, not by enhancing the rates for the services that they give, but by mobilising the people's savings by an intensive drive. I would urge on the posts and telegraphs department that it should have its own programme for mobilising rural savings to the maximum extent possible. I would suggest that just as holding 'courtesy weeks' in the postal and telegraph section, the holding of 'savings weeks' is desirable for mobilising the savings of the rural sector under the small savings scheme. The posts and telegraphs department should never be found wanting in this matter of mobilisation of rural savings.

I have been able to find—this morning a question was asked by me—that with regard to the postal life insurance sector that has been run by the Ministry, some complaints have been made at the time of the discussion on the nationalisation of insurance. I would have been happy if the Minister of Communications also were present at that time. It has been pointed out, specially by the private sector, that although postal insurance is restricted to government employees whose level of income and education is presumably much above the average, the number of policies amount

to a little more than one lakh and the total sum insured less than Rs. 25 crores. What has to be particularly noted is not so much the number as the amount involved. The number of policies increased from about 93,000 in 1948 to 1,03,000 in 1952, and the sum insured from Rs. 19 crores to Rs. 23 crores. During the same period, the number of policies of private life insurance companies was increased from 4,86,000 to 5,34,000 and the sum insured from Rs. 724 crores to Rs. 922 crores. I concede that this is confined to one section of the community, but all the same, that is a section which has a steady income and we would naturally expect greater progress in the matter of the postal life insurance.

I would like to draw the attention of the Ministry to the fact that it is high time now that we devoted a little more of attention to the efficiency of the service that we give. In particular, we should try to give better and more expeditious service in rural areas. We have introduced the air mail system. That was at the time when the late Shri Rafi Ahmed Kidwai was the Communications Minister. We know how popular it is. All the same, I have to tell the Minister—I do not know whether it is due to defect in the timings or anything like that—that the airmail services are not working so efficiently as they used to do. But my complaint is not directed mainly to the airmail service, but to the service that we give to the rural areas. I have recently received a communication from my State to the effect that even in the Diwans' days in a State like Travancore-Cochin, a letter posted in any part of the State on a particular day used to reach any other part of the State on the next day at the latest. But now conditions have changed, and even between places eight or ten miles apart, a letter takes even three days for delivery at destination. This being a very important matter, I would crave the indulgence of the House to refer to a particular letter I have received. I raised this complaint with the Superintendent of Post Offices. He states in his reply that there is difficulty, there is reason for delay and so on. Then he says:

> "While every effort is being made by this office to avoid all unecessary delays in transmission of mails, much difficulty is being experienced due to changes in bus timings ordered by the road traffic authorities."

I would ask the posts and telegraphs department to devote a little more attention to this and adopt such programmes and schemes as are necessary to see that in rural areas our mail is carried with the minimum delay. I do not know whether the unit in the P. & T. Directorate, the Organisation and Methods Division, whose principal activities are catalogued at page 5 of the Administration Report is looking into this matter. If not, I would urge that that section should certainly devote its attention to this matter and the scandalous delays which are being reported should not be allowed to be repeated.

One or two other things I wish to mention. One is the case of the extra-departmental staff which I raised last year and which has now been pointedly raised during Question Hour today. According to the Administration Report, the staff employed as on 31st March 1955 was 262,993 including 1,177 officers and 70,114 extra-departmental staff. I grant the suggestion in the question put by hon. Shri Gopalan that these extra-departmental offices are also being run by persons who have got other means and we perfectly understand the difficulties that have been pointed out. If we want expansion of postal facilities we should not make a fuss about this aspect. But, all the same, I would like the Communications Ministry to consider that several of these employees are not persons who have got any other means, in fact, we know the acute problem of unemployment and several educated people, because of lack of avenues of employment elsewhere, have resorted to this job and they have to work for 4 to 5 hours. I would, therefore, submit that apart from the encouragement that the Ministry would give in the matter of promotions etc., some improvement in the service conditions of these extra-departmental staff is called for. Representations have been pouring in and I press that some consideration should be given to this aspect.

The grievances of the *ex*-State employees should also be looked into. I am sorry to find that even now, after so many years having passed after integration of services, still there are certain grievances which are not being remedied. I wish pointedly to invite the attention of the hon. Minister to the date of the categorisation of services. In one of the speeches, he was reported in the papers to have said—and subsequently I understood that it was not a correct report—that the date will be taken as

[Shri A. M. Thomas]

1-4-50 instead of 1-4-51. I know the hon. Minister is sympathetic and he has been....

The Minister in the Ministry of Communications (Shri Raj Bahadur): Orders have been passed in regard to that.

Shri A. M. Thomas: I am glad that orders have been passed, because it has led to a great deal of heart-burning among the staff. Then, I would also urge the Ministry to look into some other general grievances such as the anomalous consequences on the implementation of the Gadgil Report. Since I have not got the time, I do not want to refer to them in detail. I do not want to be considered that I have shown my partiality to one section of the Communications Ministry. I should like to speak for one or two minutes with regard to some other departments also. I wish to speak on the responsibilities of the Meteorological Department with regard to the provision of weather service.

I am afraid that there is no proper co-ordination between one sector of the Ministry and other sectors as well as other Ministries such as the Food and Agriculture Ministry, in this matter. A beginning has been made, I gather, in the matter of service to agriculturists. In the very nature of things, I realise the difficulties of taking these weather reports to the village level but that must be the ideal that we have to place before ourselves and work, and for that, there must be a closer network of departmental observatories. I should also say that in the matter of the location of these observatories, sufficient attention ought to be given to the difference in terrain and other factors. Although the report of the Meteorological Department covers several pages, we do not get any idea of the results and benefits of that Department. Apart from its activities, we do not know how far its forecasts have been good, how far they have helped the various departments. It has been stated that the Meteorological Department is responsible for the provision of weather services to a large variety of interests like civil and military aviation, mercantile and naval shipping, ports, agriculture, forestry, irrigation and power projects, public works, railways, public health and the general public including commercial bodies. It has got such a wide field, I am afraid the public knows precious little of this Meteorological Department. If the public is to know about its benefits and its uses, the work of this Department should be taken to the rural folk also. The importance of this Department has also been recognised by the Planning Commission and in the Draft Outline we find that several improvements to this Department are also contemplated.

In the matter of Civil Aviation, I am glad to find that the year 1956-57 will be a year of consolidation. Unfortunately, during last year when we discussed this Ministry, we were discussing the Demand under the shadow of several air accidents. Fortunately, this year, except for an unfortunate incident which has been reported in today's papers, there has not been any accident at all and I congratulate the Civil Aviation Department for the efficiency with which its work is being done and for the introduction of the Skymaster services. Though we may complain about the expenditure aspect, the Ministry should see that the financial considerations do not stand in the way of the best services possible by purchasing up to date aeroplanes and adopting such other machinery for the better use of the service.

One word about the discontent among the Civil Aviation employees. It is a matter of academic importance as far as I am concerned whether their association is given trade union status or not. It is immaterial but, all the same, there are certain grievances among them. I have got a catalogue of them but I do not want to recite them here. Some of the hon. Members who will follow me will certainly bring them to the notice of Government. But, all the same, I would say that there is discontent and I would ask the Ministry to institute an enquiry into that and do whatever is possible.

In the end, I support the Demands once more and I congratulate the Ministry on the excellent record that it has got.

Shrimati Renu Chakravartty (Basirhat): This debate opens on the eve of the Second Five-Year Plan and as such for us, it takes on a special significance. We have to discuss it from certain specific angles—whether the Plan has been drawn up on a realistic basis, taking into consideration not only the needs of the country which are so vast and limitless but the needs of the services also and, secondly, whether or not this Plan intends to integrate the various departmental needs Ministry-wise and achieve much greater co-ordination. Without fulfilling this two-fold requirement, I think that we will not be able to engender either enthusiasm or efficiency, both

of which are necessary components for the successful fulfilment of any Plan.

12 NOON

I will, from this angle, try to raise a question which has been raised again and again in this House, that is, the need to change the fiscal policy lying behind the Posts and Telegraphs Department. It is a policy which was actually enunciated at a time when the British were here, when the dominating factor in the minds of our masters was clearly that there should be the commercial aspect. In those days, hardly a post office was opened which was not a paying concern. Naturally, therefore, the Posts and Telegraphs Department was expected to bear not only heavy interest charges on the capital outlay but to pay 50 per cent to the general revenues as well as to bear the general expenditure of the Posts and Telegraphs Department. Naturally, the attitude had been largely dictated by a commercial outlook; the requirements of the staff, amenities, etc. could be met easily because there was a surplus. But with the coming of Independence, a new practice of serving the people more and more entered into it. Therefore when it was necessary to have opened new post offices in far-flung villages, the aspect of profit was subordinated to the aspect of service. Naturally we find that with the expansion of schemes, losses have been incurred and will be incurred in the future too. These losses must be met from the General Revenues and not be accounted by Posts and Telegraphs. I will explain this in greater detail as to what happens now. What happens is that the P. & T. are shown as losing concerns and automatically the staff are made to suffer. For example, the entire mental attitude of the officers, say, of the engineering, telephones and telegraphs departments is that they are a paying department and, therefore, the demands of the department can be met automatically. But when we come to the postal side, because of the expansion schemes, which necessarily must incur losses for a certain period of time to come, it is very difficult for the necessary amenities and requirements of the services to be met. This is very important because unless the department shows a profit....

The Minister of Communications (Shri Jagjivan Ram): Is there any discrimination in the amenities?

Shrimati Renu Chakravartty: Yes. I will show you this in the next three or four sections which I am going to deal with shortly. Let him have some patience and I will actually prove it. I feel that if we are really to have planning, then we must take up this expansion in the light of the ideal that must guide us, namely, that there will be losses in the service of the people, and as such that must be met from the general exchequer and the services must not be made to pay for it. Otherwise it will lead to inefficiency, corruption of various kinds and delays, which should not necessarily become a part of our expansion schemes.

As I have only a little time at my disposal, let me go straight off to my next point. In the R.M.S. and other departments, there is a chronic staff shortage. Why is it so? One of the most chronic disease is shortage of staff. This comes about in various ways. Firstly when there is a justification for staff in any department, it lags behind regularly by 20 to 24 months. Why? Secondly, on an average, one can say that there is a general shortage in all these departments of about 25 per cent staff because of the method of account of accounting. Even when there is a demand, and necessarily justifiable demand, that a centre should be upgraded, still we find that the same men continue to do the work which could have been only handled efficiently by a much larger number of men. Then again we find that the methods of recruitment are to a certain extent responsible for it; not only the method of accounting, but also the method of recruitment. How are these people recruited? Firstly, the best men are recruited on the basis of the examination results; then they are allowed to apply simultaneously for all arms, whether it is telephones, telegraphs or postal. Then again, the selected persons' names go for police verification. In Calcutta I remember that there was so much accumulation in respect of police verifications that it went on for months and months. In a democratic State, is it necessary for such a verification? After that, there is a training period for about three months. At the end of that when the men are finally selected and are going to be put on to their jobs, we find that quite a number of them have left and got other jobs. Then again the whole process starts all over again. I remember Shri Raj Bahadur saying "This is the checking and re-checking in democracy".

[Shrimati Renu Chakravartty]

I will only try to appeal to the Government and say this: Do not murder *demos* by uttering the word 'democracy'; please do not kill *demos* who is supposed to be the central pivot of democracy; at least let him have a maximum amount of work that he can do, but do not go on eternally asking him to work overtime. Sir, here are certain figures before me. Between 1950-51 and 1954-55, there has been 30 to 35 per cent increase in staff, but there has been almost 45 to 50 per cent increase in traffic. They are not keeping pace, and that is why we find a chronic overtime work. Recently—I think yesterday or the day before—there has been trouble in the R.M.S. section at the Delhi Post Office itself where overtime allowance, which was allowed to be given by the heads of departments had been completely finished and beyond that date there have been arrears accumulating till the moment the staff refused to work any more. There was, of course, a lot of telephone communication between them and the authorities here, because they were in Delhi, and the position may have improved now. But in respect of those who are far away, it takes months and years before these arrears are granted.

As regards leave reserves, the same thing again happens. We find there is no discrimination between temporary and permanent men after one year's service. Naturally a large number of people apply for leave, and because there are only a few leave reserves, generally a large number of such people are refused leave.

The centralisation of power is so great within the Ministry that almost all the administrative and financial powers are concentrated in the hands of the Director-General. When something very essential is required and the heads of the division feel that they want more staff to cope with it, they say that they cannot do it because beyond a certain limit they have to go and apply to the D.G.P. & T., and the P. & T. Department looks into the matter again, and in this way the same process continues without anything concrete being achieved. At present there is no decentralisation of powers between the divisional heads.

On the question of promotional avenues, there is no rational scheme for promotion. I have had a study of other departmental working also and I find that this is a chronic disease of almost every department, namely, that the promotional avenues seem to be blocked and there are bottle-necks there. There seems to be no inducement and there is a great deal of frustration among the staff because promotion is not being made on the basis of merit or on the basis of any rational system. Here too I find the same difficulties happening.

I should have liked to have said something more about the proper supply of uniforms to the staff. Now they are to get khadi uniforms. Formerly they were getting two sets. I have nothing against giving them khadi uniforms, but you must realise that in the case of khadi uniforms, the wear and tear is much greater. Therefore, if khadi is to be utilised, then four sets have to be given to them, and we must give the necessary sanction for it. We cannot allow the postmen to suffer for it. These are the people who work round the clock. There are very few holidays and they have to work, I agree, on holidays because it is a public utility service, but they should be given compensation for their duty hours.

One point which I made earlier is the integration between the Ministries. This is rather very essential. We find constant friction between the Railways and the P. & T. I do not understand why it is not possible to come to some sort of decisions about the necessary working conditions for the R.M.S. staff. There are so many examples which I can give of the way that these people have to work in handling the postal articles in the R.M.S. vans. The Minister knows very well that has happened recently. They represented that the total number of men which is being carried in the Malabar Express in the van is 15 or 16, it is almost impossible to house them all. They wanted to increase the number and wanted to put a van on the Blue Mountain Express. But it was not allowed, and now we find that they are cramped and made uncomfortable and the work is not being carried out properly. I do not know why it cannot be done. When any new constructions are taking place on the Railways, we find that the R.M.S. are not looked after. It is a public utility service; it is a Government service. It is therefore as important as the Railways. Before I talk of the housing, let me mention about the R.M.S. offices. What do you mean by your planning? I can give examples of various stations where new buildings are being constructed. The first thing

we want is an office for the R.M.S. These people are working all round the clock. They work late at night. They are not given houses. They have to go two miles or three miles away from the station at the dead of night. It is impossible for them to go there. They have no rest. They are not allowed to use the waiting rooms and so they suffer in this way. It is essential in our planning to have some co-ordination between the Railways and the Posts and Telegraphs Department. I do not know why it is not possible.

Last year, I spoke in detail about civil aviation. It is a very important part of the Communications Ministry. On it depends the welfare and safety of passengers who are not only our nationals but also foreign nationals. In the very nature of their work, the employees have to live far away from the cities. They work round about the clock; they work for a large number of hours. They have no holiday. I have always stressed the necessity of quarters; there is lack of quarters. Take the Dum Dum aerodrome in my own constituency. There we have been able to get a large number of quarters. They may not be sufficient but still they are there. The point that I am trying to make is this. Let us not open any air-strip without having a plan for setting up some accommodation for the people who will be working there. For instance, we know that in a particular place we want to open an air-strip. Why cannot we plan ahead about accommodation also? Of course there may be an emergency and then it may not be possible. But it should be a regular feature that when we open new air-strips, we should also think of having some quarters for the staff. In the Second Plan, it is said that sixty per cent of the accommodation will be set up.

Here again, I would like to point out what has happened recently in Gauhati. They had to leave the staff quarters meant for the civil aviation department. There was friction between the C.P.W.D. and some other department and I do not know what the final position is now. There might have been some sort of an adjustment. Building programme is the one programme that is always lacking in every Ministry and Department. I will say that for the civil aviation staff who have to live away from the towns and who have to stay on the spot, provision of accommodation is most essential.

As they live far away other questions also arise. The question of transport and allowances is there. I pleaded for transport for the children going to school. It is true that it has been partly allowed; in one or two places, like Calcutta and others, when the cars go for shift duty this is being done. Since we are spending so much money, why not allow this facility to the staff in all the stations? I also plead for transport for the persons who are ill. Naturally that is allowed now if certain recommendations are made by the doctors and all that. That is not what I am pleading for. Take for instance Agartala. It is six miles away—I mean, the aerodrome. If a man is ill and is having a temperature of 102 degrees, when he is taken to a hospital, he may not be admitted in the hospital. He may not be so seriously ill as to be admitted into the hospital. But he is ill and in such cases he should be provided with transport. There should be dispensaries.

I now come to the question of holidays. These people formerly used to have 12 telegraph holidays. There are twelve telegraph holidays. At least, let them have these holidays and a weekly off. At least, this should be done to the operational staff. In the case of casual leave formerly they used to have twenty days and the others fifteen days. Now, everybody is getting fifteen days. It is necessary that, for those who are working round the clock and who have no weekly off, they should be allowed twenty days casual leave. The promise which the hon. Minister gave me last time about the reduction of the duty hours of chowkidars should be looked into. I do not know if orders in this regard are finalised and issued.

Lastly, I come to promotions. It is the same thing again which I have to mention. When the aero-communication was taken over in 1947 from the Posts and Telegraphs Department, there was a written agreement that in future all vacancies in class II—ACOs and ATOs —would be filled by promotions from class III. This has not been done. I would plead that at least fifty per cent of these posts should be filled by departmental promotion. This is a point which I want to stress not only for the Communications Ministry but for all the Ministries. If you want industrious, hard-working and enthusiastic people in your departments, the promotions must be made from the ranks. That alone creates a feeling that merit pays.

[Shrimati Renu Chakravartty]

I now come to the IAC. All of us have been deeply interested from the very beginning in the nationalisation of airways. The hon. Minister will bear me out. Even now, we find that an attempt is being made to run down nationalisation and on principle we are all opposed to that attempt. But at the same time, we ourselves have been playing into the hands of those capitalists who are trying to discredit nationalisation and the reason is there has been corruption and nepotism and favouritism. For instance, take the question of employment and promotion. There is great frustration among the workers. There is a lowering of the standard among the workers. Why is it so? Actually in Delhi alone about five hundred people have been taken in directly without any advertisement. This is totally wrong. There should have been advertisements. Promotions should be made on the basis of merit from among those who are working. There is a feeling growing that merit does not count. I can give you the names of persons who have been appointed like that. A stores officer was appointed. He was no doubt an M.A. There were other M.As. working already in the department for some years. But, yet, a new man was taken. Perhaps he was the relation of somebody and it had to do something with the selection. Or, it may not be so. But the point remains that this man was taken and his juniors had to give him an idea of the work. After that, he was taken to the stores receipts section. This is a very serious thing. I say that on principle we cannot oppose anybody's son coming in. But why this direct recruitment while thousands of applications are pending? Recently they have set up a board but that is also an eye-wash. I can give example after example. Actually, the last date for appointment was announced after the date was over. All these things should be looked into by the Minister.

I repeat that we stand by nationalisation. But once we nationalise, we have a responsibility to the country to see that the nationalised industry works efficiently—more efficiently than the private sector.

I feel that there has been a great deal of wastage about training. We have been sending our personnel outside for training. I have nothing against it. We are sending the heads of departments. When they come back, they are actually doing administrative work. How many of them are really being used for actually giving lectures and training our mechanics and airmen? I do not mean the pilots but the mechanical staff. There are people who are actually overhauling these machines. We have got to give training to the staff who are doing the actual work. Probably, those who have gone abroad and returned, can give them the needed training and increase their efficiency.

Now, I come to the question of spares. We are actually spending about Rs. 4-5 lakhs. There is no co-ordination between those who are ordering the spares and those who are working it. So, there is a great wastage. When the overhauling section go into work, they do not have the necessary spare parts. They do not have even simple tools. The whole of that part is regarded as unutilisable and they have to put the whole thing away, meaning thereby that a great deal has to be spent on overhauling charges; the charges naturally become very high.

So, Sir, I would like to put before you that it is important for us to look into this matter.

Then I come to the question of the type of aircraft we are purchasing. I remember at the time of nationalisation I said, again and again, let us not pay this high rate of compensation. At that time Shri Raj Bahadur—I am not very clear in my mind as to whether the Minister replied—said that the life of Viking is very long, we will be able to utilise them for a long time and that we will not have any need to replace them. Now we find again and again the demand being raised. The hon. Member who has spoken just before me said that we want better and newer aircraft. I am not against having newer aircraft provided we go in for the best type of aircraft. For instance we have gone in for Herons which has 14 seats. The range is very small. For the 8 Herons we have paid. It is also not a proved aircraft. A proved aircraft is that in which the newer innovations are already there. It is not a proved aircraft as far as operation economy goes. It has only been used in Indonesia, that also through some technical aid. The operation cost is so high that within a year the operation and maintenance cost almost reaches the cost of the machine.

Now, the type of machine which we use, we have to see, is that which is the cheapest and at the same time that which is utilisable in our country. A large number of these Herons are being used on small flights. Actually we were using

them uptill now in two services : Delhi-Bombay and Delhi-Rajkot. I think in the booklet supplied one or two other lines have been shown. How long they will continue I do not know. On almost every day we hear they are developing major defects which require component changes. The whole component has to be changed or a number of modifications have to be made. With unproved aircrafts modifications are needed frequently. In the light of this, feeder aircraft seems to be not a good thing that we should have gone in for and that is why we have such heavy losses.

Then again, we are going in for Viscounts. It is too small. We will be getting it in 1958. The argument is economy. It does have cheaper fuel but generally they require half engine renewal at an overhaul. So overhaul expenditure will be rather expensive. Not only that. With this half engine overhaul what will be the life ? In books they write, for instance, that in the case of Hercules the life is 1,000 hours but actually in practice we find that in a hot country the life at first is 600. Later on our boys have been able to raise it up to about 850. All these things have to be taken into consideration. I feel that if you can do that we will be able to really make our Airlines Corporation something of which we can really be proud.

The Asian countries have already paid a tribute to our boys and we are very proud of them. But when I hear in this House people criticise the way nationalisation has worked I feel that it is very wrong and that which is wrong we must correct.

Lastly I just want to say that you have to depend more and more on labour for a really efficient nationalised service. Uptill now the Labour Relations Committee which we were able to include in our Nationalisation Bill has not come into being. Actually the Standing Orders have just been published in the Gazette. I say this is an illegal procedure. The actual objections should have been invited from the workers. There has also been no confirmation from the Labour Department. Again, the works committees are also not functioning. I say again however many plans you may have, however many concerns we may nationalise, unless we look to the human aspect of it, the people who keep the wheels going unless they are our closest comrades, friends of the Ministry, of the department and the industry, we will never be able to get a really well organised and efficient industry working. I do believe we have got the machinery. Some of our boys are the most efficient. They are technically equipped also. Give them a chance. Give them the promotional avenues. Give them the reward for merit and for honesty of purpose. I am sure with their co-operation we will be able to go forward.

श्रीमती मणिबेन पटेल (कैरा—दक्षिण) : अध्यक्ष जी, मैं कुछ बातों की ओर मंत्री महोदय का ध्यान खींचना चाहती हूं। आपने रिपोर्ट में बतलाया है कि अब डाक समय पर लोगों को मिलने लगी है और पत्र न खोने में काफ़ी प्रगति हुई है। मंत्री महोदय ने रिपोर्ट में संख्या दी है और बतलाया है कि पिछले साल जितनी शिकायतें थीं उतनी इस साल नहीं हैं। मेरा आपको कहना यह है कि लोग शिकायत कर कर के थक गये हैं इसलिये शिकायतों की संख्या कम है। कभी कभी लिफ़ाफे पर या कार्ड पर उस जगह का जहां से वह आया है या जहां वह आया है सिर्फ वहीं का सिक्का होता है। दूसरी जगह का सिक्का नहीं होता। तो फिर आपको लिखकर क्या करें, क्योंकि आप किस तरह से जानोगे कि उसमें कहां रुकावट आयी और किस तरह से रुकावट आयी। तो आपके पास शिकायतों की संख्या कम हो गयी है इससे यह मान लेना कि सब ठीक हो गया है सही नहीं होगा।

इसमें एक बात और भी है और वह यह कि एक आदमी की डाक दूसरे के यहां दे दी जाती है। बम्बई में तो ऐसा बहुत बार होता है। एक एक मकान में पच्चीस पच्चीस या तीस तीस आदमी रहते है। उन घरों में एक आदमी की डाक दूसरे के यहां डाल दी जाती है। इस तरह से बहुत से पत्र गुम भी हो जाते हैं।

आप बड़े बड़े शहरों में तो डाकखानों के लिये बड़े बड़े मकान बना रहे हो लेकिन देहातों में और बहुत से डिस्ट्रिक्ट टाउन्स में जो आपके डाकखानों के मकान हैं, जो कि किराये के नहीं हैं, कभी आप उनकी हालत देखते हो ? वहां के लिये आप दो सौ, तीन सौ, चार सौ या पांच सौ रुपया सालाना व्हाइट वाशिंग के लिये दे देते हो, उससे काम नहीं होता है। उन मकानों पर काफ़ी ध्यान देने की जरूरत है।

आपने हवाई अड्डों पर बगीचे लगाकर बहुत अच्छा बना रखा है। लेकिन डिस्ट्रिक्ट टाउन्स में, छोटे छोटे गांवों में और छोटे शहरों में पोस्ट आफ़िसों के आसपास आपकी जमीन हैं।

[श्रीमती लखिबेन पटेल]

उसमें अगर आप इसी तरह से बगीचे बनाने की सोचो तो अच्छा होगा । आज हम देखते हैं कि खाली कम्पाउंड पड़े हैं, वहां न कोई पेड़ है, न झाड़ है, न फूल है, वहां कूड़ा और कचरा पड़ा रहता है । उसकी ओर कोई ध्यान नहीं देता है । मेरा सुझाव है कि इसकी तरफ़ भी आपको सोचना चहिये ।

एक बात यह भी है कि पहले जो लोग पोस्ट आफिस में, टेलीग्राफ में और टेलीफोन में काम करते थे उनको यह उम्मीद होती थी कि उनके लड़कों को उस विभाग में जगह मिल जाएगी । मैं यह नहीं कहती कि बिना लियाकत वाले को जगह मिलनी चाहिये परन्तु मुझे ऐसा लगता है कि स्टाफ को प्रोत्साहन देने के लिये, ताकि वे अपने काम में ज्यादा दिलचस्पी ले सकें, यह अच्छा हो कि आप उनके रिश्तेदारों के लिये जो कि क्वालीफाइड हों, अपने रिक्रूटमेंट (भर्ती) में कुछ परसेंटेज निश्चित कर दें ।

मैं ने डिस्ट्रिक्ट टाउन्स में यह देखा है कि पोस्टमैनों को और तार ले जाने वालों को बहुत दिनों तक वर्दी नहीं मिलती । मैं ने उनसे पूछा कि तुम क्यों ऐसे फिरते हो तो उन्होंने बताया कि हमको कपड़े मिलें तब तो हम उनको पहनें । हमको कपड़ा देते ही नहीं तो हम क्या करें । बड़े शहरों में तो इन चीजों पर ध्यान दिया जाता हैं क्यों कि वहां अक्सर मंत्री लोग जाते ह और अफ़सर भी जाते होंगे । लेकिन यह जो छोटे छोटे गांव और देहात हैं वहां भी इस तरफ ध्यान देने की जरूरत है ।

टेलीफोन के बारे में जो मुझे अपना अनुभव हो रहा है वह मैं आपको बतलाती हूं । अभी भी यह होता है कि अगर हम किसी दूसरे के साथ बात करते हों तो दूसरे की बात भी सुनायी देती है और अगर किसी का नम्बर जोड़ा जाता है तो वह भी सुनायी देता है । हमारी बातों में तो कोई ऐसा महत्व नहीं होता लेकिन हो सकता है कि आपकी भी कोई गुप्त बात इस तरह से किसी को सुनायी दे जाय । इस लिये मैं कहती हूं कि इस तरफ़ भी आपको काफी ध्यान देना चाहिये ।

टेलीफ़ोन व्यवस्था के सम्बन्ध में मुझे ऐसा लगता है कि उसमें कार्यक्षमता पहले से कुछ घटी है और घंटी बजती रहती है लेकिन उसको कोई रिसीव करने वाला नही होता । इस टेलिफ़ोन व्यवस्था के सम्बन्ध में मैं अपने सन् १९३६, १९३७ और १९३८ के साल के अनुभव की बात बतलाती हूं कि एक बार मैंने राजा जी को कौल करना चाहा तो टेलीफ़ोन विभाग ने उनके बारे में मद्रास में तलाश की तो मालूम हुआ कि वे मद्रास में नहीं हैं, तब उन्होंने यह जानने की कोशिश की वे किस गांव में गये हुए हैं और उन्होंने मुझे बतलाया कि राजा जी फ़ला गांव में गये हुए हैं और उस गांव में टेलीफ़ोन की व्यवस्था नहीं है। कहने का तात्पर्य यह है कि इतना प्रयत्न उन्होंने किया और यह इत्तिला मुझे उन्होंने दी । अब तीन हफ़्ते पहले का अनुभव मैं आपको सुनाना चाहती हूं । मैंने सेवाग्राम में वर्धा के पास जहां कि मैं टेलीफ़ोन करना चाहती थी, टेलीफ़ोन आपरेटर को नम्बर दे दिया, तो वह लड़की कहती है कि वहां टेलीफ़ोन ही नहीं है और मुझ से पूछने लगी कि वह कौन सर्किल में है, किस टाउन में है, अब आप ही बतलाइये कि मैं जब उसको टेलीफ़ोन का नम्बर देती हूं तो मुझ से वह सर्किल पूछती है मुझे तो मालूम है तो मैंने ट्रंक सुपर्वाईजर को कहा लेकिन एक मामूली आदमी जिसके पास खाली टेलीफ़ोन का नम्बर ही हो वह कैसे इस तरह की सारी इनफरमेशन (जानकारी) दे सकता है जो कि वास्तव में जानना उनका कार्य है और जब वे इतना नहीं जानती तो कैसे ट्रंक कौल बुक होगी और कैसे उसका काम बनेगा ? यह भी देखने में आया है कि ट्रंक कौल करने के लिये टेलीफ़ोन का नम्बर दे दिया जाता है और उसको दिये ६, ६ और ८, ८ घंटे बीत जाते हैं और लाइन नहीं मिल पाती और बातचीत नहीं हो पाती । अरजेंट टेलीफ़ोन करने के लिये भी कहा जाता है कि आपको काफ़ी इंतजार करना पड़ेगा । देखने में यह आया है कि टेलीफ़ोन एक्सचेंज को अपना नम्बर दे देते हैं कि इस टेलीफ़ोन से हम फ़ला जगह ट्रंक कौल करना चाहते हैं तो जवाब यह दे दिया जाता है कि घंटे भर बाद अपनी पोजीशन पूछियेगा, और घंटे भर बाद पूछने पर जवाब दे दिया जाता है कि आध घंटे बाद पूछियेगा और जब आध घंटे के बाद पूछा जाता हैं तो कह देते है कि दस मिनिट के बाद पूछना और जब फिर पूछते हैं तो कहते हैं कि आपका टेलीफ़ोन तो हो गया, आप खुद समझ सकते हैं कि अगर इस तरह की आपकी काम की एफिशियेंसी होगी तो लोग कितने परेशान होंगे । मंत्री महोदय को इस ओर ध्यान देना चाहिये और उसके लिये उनको अवश्य उपाय करना चाहिये ।

हमारी सरकार कर्टसी वीक हर जगह करती है, तो मेरा कहना है कि टेलीफ़ोन विभाग में कर्टसी वीक करने की काफ़ी जरूरत है। हमारा यह अक्सर का अनुभव है कि टेलिफ़ोन एक्सचेंज में टेलीफ़ोन की घंटी बजती रहती है परन्तु उसको रिसीव नहीं करते और अगर करते भी हैं तो यह कह कर चल देते हैं कि अभी ठहरो पकडे रहो, हम अभी आते हैं और काफ़ी देर हो जाती है और वह लौट कर नहीं आते। मेरा कहना है कि टेलीफ़ोन विभाग में इस तरह की गड़बड़ी नहीं होनी चाहिये और मंत्री महोदय को इस खराबी को हटाने के लिये उचित कारवाई करना चाहिये।

इसके अतिरिक्त मुझे एक ओर आपका और ध्यान दिलाना है और वह यह है कि आपके टेलीफ़ोन विभाग में काफ़ी तादाद में हमारी बहनें काम करती हैं उनके लिये मैं ठीक से समझी नहीं हूं कि इस डारमेट्री का आपकी किताब में जो जिक्र आया है उससे क्या मतलब है ? मैं मंत्री महोदय से जानना चाहती हूं कि क्या हमारी उन बहनों के लिये कोई ऐसी सुभीता है कि जिस समय काफ़ी रात गये तक उनको ड्यूटी देनी पड़ती है और काफ़ी देर में रात में ड्यूटी खत्म करने के बाद जब वे घर जाती हैं तो क्या कोई ऐसी व्यवस्था है कि जिससे वे आराम स अपने घरों को जा सकें और उनको रास्ते में कोई जोखिम न हो। मैं यह भी जानना चाहती हूं कि उनके आराम करने के लिये कोई एक अलग सी व्यवस्था होती है या नहीं, इसकी उन्हें सुविधा प्राप्त है या नहीं ? यह सूचना अगर मंत्री महोदय देंगे तो अच्छा होगा।

एक जगह आपने लिखा है कि आप तार डालने के लिये वुडन पोल्स का उपयोग कर रहे हैं तो क्या उन में दीमक नहीं लगेगी और मैं यह जानना चाहती हूं कि उनमें दीमक न लगे, इसके लिये आपने क्या क़दम उठाया है ?

पहले आप जो यह टेलीफ़ोन डाइरेक्टरीज बनाते थे तो उनमें आखिर में नम्बर दिये जाते थे और उसके सामने वह कौन से पृष्ठ पर मिलेगा उसका पेज नम्बर लिखा रहता था और उससे काफ़ी आसानी रहती थी और अगर खाली नम्बर ही उनके पास हो तो वह डाइरेक्ट्री में से ढुंढ सकते थे कि यह किसका नम्बर है। आज वह नहीं किया जाता है और मेरी सूचना है कि इसको फिर से शुरू करना उचित होगा। पहले तो एक निश्चित समय रहता था कि हर ६ महीने या १२ महीने बाद पहली तारीख को नई टेलीफ़ोन की डाइरेक्ट्री जरूर निकलेगी, लेकिन आज यह नहीं होता है। इस प्रकार की निश्चितता फिर से लानी जरूरी है। अब जो डाइरेक्ट्रीज बनती हैं उनमें फ़र्क किया जाता है और जिसके कारण नम्बर ढूंढने में काफ़ी मुश्किल का सामना करना पड़ता है। आज मेडिकेल प्रैक्टिशनर्स की हेडिंग के अन्दर डाक्टरों को लिखा जाता है तो कल उनको डाक्टर्स की हेडिंग में लिखा जाता है, इस तरह से फ़र्क करते रहते हैं। मेरा कहना है कि अगर आप डाइरेक्ट्री में कुछ फ़र्क करें तो उसकी पहले पृष्ठ पर सूचना दे देनी चाहिये कि इस प्रकार का फर्क किया जा रहा है जिससे टेलीफ़ोन नम्बर ढूंढने में आसानी रहे।

अब मैं थोड़ा सा हवाई जहाजों के बारे में भी कहूंगी। हमें यह क़बूल करना चाहिये कि जब से हमने इसका नेशनलाइज़ेशन (राष्ट्रीय-करण) किया है तब से उसके काम में पहली जैसी एफ़िशियेंसी नहीं रही है और हम देखते हैं कि अब उसका टाइम शेड्यूल भी ठीक नहीं रहता। मैं कोई बहुत ज्यादा हवाई जहाज में सफ़र नहीं करती हूं लेकिन लोगों को हवाई जहाज पर छोड़ने और रिसीव करने जाना पड़ता है और मैंने देखा है कि जो उसका शेडयूल टाइम होता है निश्चित टाइम होता है उस पर वह छटता नहीं है, हवाई अड्डे पर उसका वक्त पर न पहुंचना तो समझ में आ भी सकता है क्योंकि समय पर पहुंचना बहुत कुछ हवा के रुख पर निर्भर करता है लेकिन मेरा कहना है कि जहां से उसको चलना होता है वहां से तो उसको ठीक टाइम पर चल देना चाहिये। देखा यह जाता है कि जब हवाई जहाज के छुटने का समय होता है तब उसके कर्मचारी इधर उधर दौड़ते फ़िरते हैं और दौड भाग कर आफिस में जाते हैं और कागज या कोई जरूरी चीज जो रह जाती है उसको लाते हैं और इस तरह वक्त पर हवाई जहाज नहीं छूट पाता है। यह एक बार का अनुभव नहीं है बल्कि अक्सर मैंने इस तरह की गड़बड़ी होते देखी है। मैं कहना चाहती हूं कि पहले से ही क्यों नहीं अपने सारे जरूरी काग़जों और चीजों को ठीक से रख लिया जाता ताकि हवाई जहाज वक्त पर छूट सके।

आपने हवाई अड्डों के इर्द गिर्द साफ सुन्दर बागीचे बना कर उनको सुन्दर बनाने की कोशिश की है लेकिन अभी दस, पन्द्रह रोज की ही बात है मुझे किसी कार्यवश दिल्ली से अहमदाबाद

[श्रीमती मणिबेन पटेल]

और अहमदाबाद से वापिस फिर दिल्ली आना पड़ा और मैंने बीच में जयपुर में जहां कि हवाई जहाज ठहरता है और सफ़ाई करने के लिये आदमी अन्दर आता है यह देखा कि वह आदमी हालांकि बाल्टी और झाड़ू दोनों लेकर सफ़ाई को पहुंचता है परन्तु वह कचड़ा निकाल कर वहां नीचे ही फेंक देता है और कूड़ा जमा करने के लिये बाल्टी का उपयोग नहीं करता है । इसके अलावा आपने जोधपुर हवाई अड्डे पर तार के इनक्लोजर्स बनाये है उनकी पर्वाह न करके उनके बीच में से हवाई जहाज और डाकखाने के कर्मचारी डाक के थैले लाते ले जाते हैं । अब जब आपके ही कर्मचारीगण उन तारों को इस तरह लांघते हैं तो फिर दूसरे लोग इस तरह की हरकत क्यों न करेंगे और उस हालत में इन तार के इनक्लोजर्स को रखने की ज़रूरत ही क्या है ।

इसके अतिरीक्त हवाई जहाजों में जो सीटें होती हैं उनका उपर का कपड़ा काफ़ी गंदा रहता है और सफ़ाई ठीक तरह से नहीं होती और मैं ने हवाई जहाज में मक्खी और मच्छरों का भी अनुभव किया है और जब मैं ने उनके बारे में कहा तो बतलायां गया कि हमने फ्लिट् कर दिया है अब आपने फ्लिट किया या नहीं किया इससे मतलब नहीं है, सवाल तो यह है कि वहां पर गंदगी रहती है और मक्खी और मच्छर तक रहते हैं । ये हैं रोना कि सीटें भी छोटी हैं और उनके बीच मूविंग स्पेस भी बहुत कम होती है और मैं समझती हूं कि अगर हमारे इस विभाग के दोनों मिनिस्टर भी उन सीटों पर बैठें तो उन्हें भी कुछ दिक्कत मालूम होगी, दुबले पतले आदमी के लिये तो वे ठीक हो भी सकती हैं परन्तु मैं ने देखा है कि मोटे और लम्बे आदमियों को उन पर बैठने में और उनको वहां चलने में काफ़ी कठिनाई होती थी । आपके यह हवाई जहाज और इनका सीटिंग अरेंजमेंट में देखती हूं मोटे और लम्बे आदमी के लिये तकलीफ देह है। मैं अहमदाबाद से आ रही थी तब किसी कारण से होस्टेस नहीं थी उसकी जगह पर एक आदमी काम कर रहा था तो चूंकि वह ज़रा मोटा और लम्बा था तो उसको आने जाने में दुश्वारी पेश आती थी, और मोटा था इस कारण हर बार मेरी सीट से टकरा कर जाता था । उसमें उसका कोई कसूर नहीं था और मैं मंत्री महोदय से कहना चाहूंगी कि इन हवाई जहाजों में सिर्फ़ दूबले पतले आदमी जाने वाले नहीं हैं, मोटे और लम्बे भी सफर करेंगे और इस लिये ऐसे हवाई जहाज देख कर लेना चाहिये कि जिसमें काफ़ी जगह हो और सीटें आरामदेह हों और पैसेंजर्स को तकलीफ न हो इसके अतिरिक्त मैं यह भी कहना चाहती हूं कि आपने जो हवाई जहाजों के छूटने के टाइमिंग्स रक्खे हैं चूंकि अब गर्मी आ गई है इस लिये उनमें परिवर्तन हो सकता है और उनको ज़रा और तड़के छूटना चाहिये ।

ऐयरमेल लेटर्स के बारे में मुझे यह कहना है कि ऐयरमेल लेटर्स का पैसा तो आप लेते हैं परन्तु गुजरात में उस ही का हमें कोई फ़ायदा नहीं मिलता है क्योंकि आपके हवाई जहाज़ों के टाइमिंग्स ऐसे हैं कि तीसरे दिन पत्र मिलते हैं और उस दिन मिलते हैं तो चार बजे के बाद मिलते हैं जिससे कि उसका जवाब उस दिन जा ही नहीं सकता चाहे कितना ही ज़रूरी काम क्यों न हो । इस लिये पहले जिस तरीके से यहां पर हवाई जहाज़ डाक लेकर ११ या साढ़े ग्यारह वजे पहुंचता था, वैसा कोई प्रबन्ध करें, तो अच्छा होगा और लोग दिन में चिट्ठी पाकर उसी रोज़ जवाब दे सकेंगे और अब तो दिन भी काफ़ी बढ गया है और उससे जो रास्ते में गर्मी के कारण तकलीफ होती है, वह तकलीफ भी बच जायगी ।

आज तो सब जगह यह कहा जाता है कि आज हम ने जो नैशनलाइज़ेशन किया है, उस से कुछ फ़ायदा नहीं हुआ और डेटेरियोरेशन ही होता चला जाता है । जब मैं इस ओर आप का ध्यान खींचती हूं तो आप कहते हैं कि हम क्या करें, इतनी कठिनाइयां हैं कि हम कुछ कर ही नहीं सकते । जब आप ने इस को लिया था तो यह समझ कर ही लिया होगा कि आप को इतनी कठिनाइयों का सामना करना पड़ेगा, तब फिर आज आप इस तरह से कैसे कह सकते हैं ? मेरा तो आप से यही कहना है कि अगर आप को इस के बारे में कुछ फ़र्क करना पड़े तो वह भी आप को करना चाहिये । अगर यह बहुत बड़ी चीज है और एक कारपोरेशन से आप सारे देश को मैनेज नहीं कर सकते हैं तो इसकी व्यवस्था करने का कोई और तरीका सोचिये । लेकिन नैशनलाइज करने के बाद इस में ज्यादा एफिशिएन्सी आये इस प्रकार का प्रबन्ध करना चाहिये ।

Pandit C. N. Malviya (Raisen): I agree with some of the points made out by the hon. Lady Members. But, if they mean that this Ministry has done nothing, has overcome no difficulties, and has not succeeded in fulfilling the first Five-Year Plan, I do not agree.

The department is one of the important departments of the Government like

Railways and Defence and the money that has been granted to this either in the First Five-Year Plan or the Budget is well spent. This department is not a commercial institution; although it should be worked out on commercial lines so that we may not have to burden our economy, mainly, it is a public utility service. We should look at this department from this point of view, whether this Ministry has been able to meet the demands of the public and whether it has been able to achieve the targets laid down in the First Five-Year Plan. Then, we can really judge the Ministry and decide whether it has been successful in its work. The main credit goes to the staff of 262,000 which is working in this department. But, out of these 262,000 people, there are 74,832 temporary workers. Here, I wish to say that somehow or other I feel that these temporary appointments should not be indulged in as far as possible, because it is the cause of nepotism and sometimes neglecting or overlooking of rights. Similarly, I agree with the complaint that promotions are not made according to rules and selections are made without looking into the claims of the right persons. I am not going to say my personal difficulties here. My experience has been very good. I am working in one of the Regional committees and I find the response of the officers is very good. Sometimes, I had occasion to take up some cases and afterwards I found that the cases were not genuine. Therefore, it is also one of our duties, when we stand for the rights of the staff and the workers, to see that efficiency does not go down. The unions and the persons who are working among them should attach considerable importance to their duties because rights go along with duties.

We have to see what the Ministry has been able to do, in spite of so many difficulties, although in the First Five-Year Plan 4 per cent of the whole amount was allotted to this Ministry and in the Second Five Year Plan, although it is not final, only 2 per cent has been allotted. We have to see how, with this meagre amount, the Ministry has been successful. For the first time since the introduction of the Central Service rules, its benefits have been extended to Class IV staff of the Posts and Telegraphs department from 1st April, 1953. It is said in the report that this is the only department in which the benefits of provident fund has been extended to Class IV staff. All villages with a population of 2,000 or over have been covered. No-dak villages have been eliminated. On page 6 of the report, a chart has been given in which the conditions in 1939, that is before the war, and now, 1955-56 are shown. I am not going to read it here and take the time of the House. Anybody can see this report. It shows the marked progress during the past years. Here, I have to remark that either there is some mistake in making chart about complaints or some figures have been left out, because the complaints received are sometimes less than the number of complaints disposed of.

Shri Jagjivan Ram: That is correct.

Pandit C. N. Malviya: There should have been some complaints already there that have been added to. I think the right thing would have been to show the complaints which were pending and the new complaints added together and the complaints disposed of. Then, we could make a right assessment. There is an Organisation and Method Unit in the department. Many activities have been shown, as has been stated by my hon. friend Shri A. M. Thomas. But, it would have been good if the results of the working had been given in the report at the same time. The Regional committees that are working are proving very successful because all the complaints of the region are brought together there and they receive the immediate attention of the officers concerned.

About civil aviation, some complaint has been made as to why it has been nationalised. It was also said that because it has been nationalised, it is not working properly. But, the figures prove otherwise. It is working satisfactorily. That there are some complaints here and there is a different matter. In such a vast country, in such a big organisation, there is bound to be a certain amount of inefficiency. Of course, the Ministry should take note of them and try to remove them.

Coming to figures that show progress, in 1952 we had 36,000 post offices; now in 1955 we have 53,000 post offices. In 1952 the number of telegraph offices was 3,592 and in 1955 they were 5,000. Similarly, telephones have increased from 1,68,000 to 2,60,000 and public call offices from 338 to 1,200. We have got radio telegraph circuits with 12 countries, radio telephone connection with 16 countries and radio photo with 5 countries.

[Pandit C. N. Malviya]

The Indian Telephone Industries is also working very satisfactorily. The present programme is 30,000 exchange lines and 50,000 telephone instruments. Here, I hope that the district towns and sub-divisional towns that have been left out in the year 1955-56 and have no telegraph offices or public call offices, will be able to have them by 31st March, 1957. I am also glad that wooden poles are expected to be used and in this way we will be able to save our iron and steel.

Now, I want to make certain suggestions. We want our post offices to go to every village. This programme has been achieved to a certain extent. But I differ from Shri Thomas regarding the persons who are working in the extra-departmental post offices. My experience is otherwise. It is certainly a voluntary service. It certainly helps in taking our post offices and postal facilities to the villages. I also was one of the extra-departmental post-masters in 1950, and I know how the demands of the people are met. The post-master works only for two hours and he is paid only Rs. 15, and the village postman of an experimental post office gets Rs. 25. The post-master is all right. He works only two hours and most of the work he leaves to the postman, but because the beat is about a three miles circle covering about 10 or 12 villages, although in theory the postman is supposed to do part-time work, as a matter of fact, he is occupied for the whole time, because the post-master does not take the bag and open it, but he leaves it to the postman. Therefore we should look into this practical difficulty. If somehow or other we can see that this work is entrusted to only one person and he is paid Rs. 40 then he can be a full-time worker and carry on this work efficiently and at the same time can support himself.

Shri U. M. Trivedi : Do away with all money orders.

Pandit C. N. Malviya : Then it is also necessary that the staff should be increased. There was a scheme of doing the work through village panchayats, and it is worth while having an experiment in that. There was a scheme that the village headman should arrange that the village Kutwar or watchman should volunteer himself and go to the road side and give the mail bag to the mail bus. Now, we have got village panchayats almost throughout the country. These village panchayats should be made to work. I do not mean to say they should be forced or compelled. But the *sarpanch* can be given this duty, because the teacher who works as a post-master sometimes fails in his duty as a teacher.

It has been repeatedly demanded in the regional committees that telegrams in English should be translated along with the English content into Hindi. The Hindi translation should go to the addressee, particularly in the villages because there are no persons in the villages to read English and they have to go about and take the help of other persons.

Shrimati Sushama Sen (Bhagalpur—South) : Not all the telegrams.

Pandit C. N. Malviya : Well, many of them.

Then there is extra fee for sending Hindi telegrams to the registered offices whose addresses are registered in English. I think this is unreasonable. Registered addresses in English should also receive Hindi telegrams on the same address without any extra charges.

I think censorship may be necessary, but it should be done tactfully. Now-a-days it is very foolishly done. The letters are open and the postman comes with the open letter. If you ask him about it, he says : "Complain to the officer, we shall see." You send the complaint and the reply comes : "We looked into the matter. The letter might have opened during transit." This sort of thing should not happen.

Shri U. M. Trivedi : Clumsy thing.

Pandit C. N. Malviya : According to a rule, the post-master and his staff are not supposed to go out of the duty and help the public. They cannot be compelled or forced. Particularly in the villages or small towns, uneducated people, illiterate people some times go and, because now-a-days all applications are sent by registered post or express delivery letter, ask : "Please weigh it". The reply is : "No, it is not my duty. I am not going to tell you." These rules should be reviewed with a view to fit in with the demands of the public and to serve the public.

Of course, a considerable amount of money has been collected through deposits with the savings banks, but now we require the savings of the people and the Ministry should organise some sort of campaign so that the deposits may be increased and more people may be

induced to put their money in the post office savings banks. Experimental and extra-departmental post offices should also be entrusted with this duty of savings bank accounts.

In the field of national savings certificates, of course the post offices were selling them, but so far as I know it was some sort of involuntary effort. I think post offices should take active interest in selling these savings certificates.

Shri M. S. Gurupadaswamy (Mysore): Transportation and communications and their effective operation in the land are indispensable to civilised existence. Railways, waterways and air-ways as well as other communications such as posts and telegraphs and broadcasting play a vital and significant role in the development of the country. Today we are discussing the Demands for Grants in respect of the Ministry of Communications.

1 P.M.

Before I make some observations, suggestions and a few criticisms, I will certainly take note of certain achievements made by the Ministry in respect of two vital departments or two vital wings, namely Civil Aviation and Posts and Telegraphs.

In regard to Civil Aviation, since we nationalised this particular sector in 1953, we have registered some progress in the matter of expansion of air services both inside the country and outside. Especially in regard to the matter of opening of new foreign routes, I must congratulate the Minister in that he has been able to establish contacts and open routes to nearly 16 countries. The frequency of services has also been increased in respect of one or two countries, especially to the U.K. The performance of the Air-India International from the point of view of service and efficiency, deserves appreciation and I feel that the Ministry deserves some good word from the Opposition for the progress that they have made in this respect.

According to the figures given to us in the report, the Air-India International Corporation has made about Rs. 33:65 lakhs as profit for the year ending the 31st March 1955. This excludes provision of Rs. 41 lakhs for the depreciation of assets and Rs. 13:75 lakhs for obsolescence of spares, components, etc. I feel glad to note that the Air-India International has been able to give us figures on the positive side. If we contrast the achievement of Air-India International with that of Indian Airlines Corporation, there is a significant difference. Instead of finding a positive balance we find a negative balance. In the same year, according to the figures given to us the Airlines Corporation incurred a loss of Rs. 98:96. The reasons for this, as given to us, are :

(1) the terms and conditions of Civil Aviation staff had to be revised ;

(2) there had to be an expansion of the activities of the Corporation as a part and parcel of the programme of expansion.

So far as expansion is concerned, I might draw the attention of the hon. Member to the fact that expansion is also registered in respect of Air-India International. There have been new routes opened, new mileage has been added and I was also told—I do not find it stated here—that the terms and conditions of service of the staff in the Air-India International were also revised. They were rationalised and more staff were recruited. If that is so, it does not stand to reason why there has been loss in inland aviation, whereas there has been profit in the Air-India International. The Minister may say there was a higher rate of traffic registered in respect of Air-India International. If that is the only reason, I want to be told so, so that I and other hon. Members may have correct information about this particular aspect.

The most important and cardinal principles that should guide civil aviation is efficiency and good service. For the purpose of efficiency more than one factor has to be satisfied. First, the working staff should get a fair deal ; secondly, the kind of aircraft used for the purpose of transportation must be of a very high order. Let us take these two aspects and analyse whether we have got satisfactory service.

From the point of view of staff, I may say that notwithstanding the rationalisation of terms and conditions of their service, notwithstanding the big increase in their emoluments, there is still great heart-burning among the employees. For instance, I may draw the attention of the Minister to one or two grievances which were brought to my notice. The employees who go to Assam to work in aerodromes have to stay there without quarters. They have to find their own

[M. S. Gurupadaswamy]

quarters. It is a matter of common knowledge that aerodromes are cut off from the rest of the town. They are far away from living places. So, unless proper living conditions are provided for the employees, we cannot expect efficiency in their work. It is no use blaming that they are inefficient; it is no use saying that the employees are always greedy, that they are never satisfied and that they want more and more. Unless their minimum requirements are assured, it is difficult to ensure efficiency in their work. So proper accommodation should be provided. Not only that, the children of the employees who stay in the aerodromes, who are not in towns, who are cut off from the rest of the public, should have educational facilities, medical facilities and proper conveyance facilities. I do not wish to go into details; I cite only one or two instances to show that there is too much of leeway to be made up in respect of the demands of employees. I expect that the Ministry will go into this question more thoroughly. Let them not feel that they have already revised their emoluments and that there is no necessity for a further revision. Let them not be indifferent to this aspect. The grievances of the employees must be continuously considered and all their legitimate grievances must be met within proper time.

Secondly, the service of transport depends also on the comfort offered to passengers. I would like to quote here one instance of a type of aircraft which was purchased by the Ministry. Eight Herons were purchased by the Indian Airlines Corporation. The hon. lady Member who spoke earlier has referred to this matter and said that the accommodation in this type of aircraft is very limited, and it is not suitable from the point of view of the comfort of passengers. I believe that the Ministry also has now realised its folly in purchasing this kind of aircraft.

Shri U. M. Trivedi: No, no.

Shri M. S. Gurupadaswamy: I was told that a particular Heron aircraft had cracked, and it would have broken and the pilot would have suffered physical injury or death, if he had not taken proper notice of this crack in time. I understand that they are having an enquiry into this. If that is so, then the House must be told about this matter and also about the result of that enquiry.

What I would like to say is that this particular aircraft is not suited for the purpose of passenger flight. I may say that the officer who entered into the contract with the firm in England for the purpose of purchasing this type of aircraft should be punished....

Shri U. M. Trivedi: Prosecuted.

Shri M. S. Gurupadaswamy: ....for the folly he has committed, or if there is more than one officer, they should be punished for the blunders they have committed, in ordering this type of aircraft. I would also like to know what were the strong reasons which weighed with the Ministry for purchasing this aircraft which is not at all suitable for us. Merely on grounds of cheapness, we should not purchase aircraft, for we cannot play ducks and drakes with the lives of passengers.

The most important duty of the Civil Aviation Department is to ensure the safety of passengers. Next come comfort and service. Judged from these considerations this aircraft is not at all suitable. I have come to know further that the Ministry are now negotiating with the same firm to retransfer the aircraft, but it seems that firm is prepared to take back these aircraft for a reduced price, that is, at a price 50 per cent lower than the original price.

Shri U. M. Trivedi: 20 per cent.

Shri M. S. Gurupadaswamy: No, 50 per cent. If that is so, than the officers who were responsible for the purchase of this kind of aircraft should be punished, and should be properly dealt with.

I now come to the activities of the Posts and Telegraphs Department. Some progress has been made in this department in respect of the expansion of postal and telegraph facilities to some areas. But I may say that the progress that has been made is not enough. This particular department is increasingly suffering from slovenliness. That is my complaint. Formerly, I had been a witness to many speeches delivered on the floor of this House, which were full of congratulations to the Ministry, saying that the Posts and Telegraphs Department was the one nationalised industry which was working at top efficiency. But that efficiency is degenerating to inefficiency.

Shri U. M. Trivedi: Most unfortunate.

Shri M. S. Gurupadaswamy: I must say again that the Ministry, and particularly this department, is suffering from slovenliness, and it is indifferent to toning up the efficiency of this department. It may be because the officials of the department or even the Minister may think that they have achieved what they want to achieve in this department.

But the fact remains that there has been too much of degeneration in the efficiency. It is no use blaming the employees for this deterioration. Government should see that not only a few towns are connected by postal communication, but the entire rural India should be connected by this. I know that is the motto, and that is the objective. But when are we going to reach it? Are we to reach it only after the next Five Year Plan? Even under the Second Five Year Plan, there is no programme to provide post office to every village.

Shri Jagjivan Ram: A post office is not required in every village. It would not be necessary in every village.

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): That means 5,50,000 post offices.

Shri M. S. Gurupadaswamy: On this point, there is difference of opinion between the Minister and myself. I feel that it is a necessity, next to food and clothing, that every village should have a post office. It is necessity No. 3. The Minister says that it is not necessary to have a post office in every village.

Shri Raj Bahadur: He has already replied to that point.

Shri M. S. Gurupadaswamy: But I would request him to consider the proposal that every village should have a post office, at least in the next Five Year Plan.

Regarding operational efficiency, to which I had made a reference earlier I would like to say that inefficiency has increased owing to concentration of power at the top. There has not been much of devolution of power to divisional officers and to other lower-grade officers. There is not much of sharing of the powers, duties and responsibilities of the Posts and Telegraphs Department among the various categories of officers. It is very necessary that this matter must be looked into.

The second reason for this fall of efficiency is that there has been too much of heart-burning among the employees because of various grievances. The first and foremost grievance is that though this is an industry which is State-owned, and which is in the public sector, yet the employees have not been associated actively with management. This is a problem which is universal to all natinoalised concerns. But here we have one of the oldest Government institutions, which is running more or less on sound lines. So, why should we not introduce the principle of co-determination and coparticipation and associate the employees with management? This has been urged again and again for the last so many years. It is high time now to consider this question in all seriousness, because my hon. friends opposite have now declared a new policy of socialistic pattern. Their socialistic pattern, or perhaps their socialism will be hypocritical....

Shri U. M. Trivedi: Hypocritic.

Shri M. S. Gurupadaswamy: ....and meaningless, if they do not give a proper place and a proper share in the national industry to labour. From this point of view, therefore, I would urge the Minister to give greater share and more responsibilities to the employees.

An Hon. Member: What about your socialism?

Shri M. S. Gurupadaswamy: My socialism is always superior to yours.

Shri Velayudhan (Quilon *cum* Mavelikkara—Reserved—Sch. Castes): Both are hypocritic? Are they?

Shri M. S. Gurupadaswamy: I have got with me here a list of the demands of the postal employees. Among the main demands, the most important is in regard to the setting up of a second Pay Commission. I am sure the Minister will not agree to it. But still I feel that it is my duty as it is the duty of hon. Members opposite, to convince their friend, the Minister, to consider this proposal to have a second Pay Commission. When the first Pay Commission was appointed, conditions in the country were different from what now obtain. So without going into details, I would make a categorical request to the Minister to consider the proposition that a Pay Commission may be appointed again.

Secondly, we have been informed that an Appellate Tribunal has been constituted. It is a one-man tribunal.

Shri Kamath (Hoshangabad): One man show.

Shri M. S. Gurupadaswamy: It is a one-man show as my hon. friend, Shri Kamath is saying to me.

Shri Jagjivan Ram: He believes only in that.

Shri M. S. Gurupadaswamy: I am told he is a retired officer of the posts and telegraphs department. If so, I feel nothing could result from an inquiry or examination by him of the cases of employees. Why I say so is that the retired officer owes his present position to the benevolence of the Minister, and a retired officer being a retired officer, will normally be conservative in his outlook and secondly, because he is not a judicial man, he cannot bring justice, fairplay and impartiality into his work which are very necessary.

Shri Raj Bahadur: May I clarify? No announcement has yet been made about the person who is going to be appointed as the appellate tribunal, and the arguments advanced by my hon. friend, therefore, will be entirely hypothetical, if not hypocritical.

Shri Velayudhan: It was only a warning.

Shri U. M. Trivedi: All in anticipation,

Shri M. S. Gurupadaswamy: He could have corrected me in a proper way, but the last word was rather not proper.

Shri K. P. Tripathi (Darrang): He was only returning.

Shri M. S. Gurupadaswamy: He was only correcting the wrong information given to me. There was nothing hypocritical about it.

Shri U. M. Trivedi: He said 'hypothetical'.

Shri M. S. Gurupadaswamy: He has said a retired officer has not been appointed. If that is true, I have no quarrel.

Shri Jagjivan Ram: Nobody has been appointed yet.

Shri M. S. Gurupadaswamy: If nobody has been appointed. I would beg of him not to appoint a retired official for this tribunal, but to appoint a judicial officer. I would also request him to appoint a tribunal consisting of three men, not one, because then there would be greater chance of impartiality and justice.

There are other grievances and for want of time, I will wind up by mentioning briefly one or two: The most important thing is that there has been too much abridgment of the civic rights of employees of the posts and telegraphs department. For instance, in the Civil Service Conduct Rules, it is stated that in matters of election, the employees should not tell even their wives for which candidate they have cast their votes; otherwise, they will be punished. Also, they cannot maintain contact with other trade unions, and working class organisations. Moreover, when cases of victimisation occur, the employees cannot raise their own funds to defend the victimised employees. Again, when a Union leader, President or Secretary of a Union, becomes a little active in Union activities, invariably he is transferred to some other place within the division or even outside the division.

These are some of the things which have been happening. I would beg of the Minister to see that full trade union rights are granted to the employees and their civic rights not jeopardised on any account. Then there should be democratisation of the Civil Service Conduct Rules. I cannot explain all these things at the moment, but I would just state that there has been much complaint about the misuse of these rules. I want the Minister to revise these rules and provide proper safeguards and protection to the rights and responsibilities of the employees in the P. and T. Department.

Shrimati Ila Palchoudhury (Nabadwip): In the modern world, I think Communications is the most essential thing in life. Without Communications, administration, defence, civil life itself, becomes impossible. The Communications Ministry and the departments have achieved overwhelming results in this respect. We congratulate the Ministry for the status it has built up for itself and India in the international field, and we are proud of the Ministry and the Communications Minister.

We have achieved all this. That is quite true. But after all, we have achieved closeness to the world through civil aviation through a certain amount of risk also. Twenty-four accidents during a year is not a low figure. That means two accidents a month. What steps are being taken to ensure more safety? Have the aircraft repairing units been kept up-to-date? There used to be repairing units that were run as private concerns. Do Government repair the aircrafts entirely or do these private enterprises also do a certain amount of

repairing? In that case, what steps are taken to ensure the training and standard of the mechanics who are associated with these repair shops? I hope the Minister will look into this so that the number of accidents may be minimised.

I would like to bring a few points about the airlines to the notice of the House. Air hostesses in the Airlines Corporation have been suddenly grounded and degraded. Those who were getting Rs. 310 will now be required to take Rs. 224, all allowances inclusive. When the women have been giving excellent service, there seems to be no cause why this should have been done. There has been no fault on their side. I appeal to the Minister to look into this question. When you realise that they had been working on a certain scale, you will understand the devastation that has come into the homes of many of these air hostesses. These women have taken up service because they have been in dire need to maintain their families, to look after their children—many of them have invalid husbands. May I appeal to the Minister to see to it that the pay-scale is revised? Not only have the pay scales been brought down; they have been degraded from grade V to grade X. I do not understand this at all, and I hope the Minister will take up this question sympathetically because it is very vital question for them. I wish he could see the disruption caused in those homes when these cold orders are just passed from the top. Just see what she has to do. She sends her children to school. Now the children will have to be taken out because she cannot afford the same type of school. That spoils the career of the children. The treatment of an ailing husband may have to be discontinued! I hope the Minister will go into this fully. If only the homes of these people are visited, it will be realised what really are the implications of the orders which seem easy and cold on paper, but are very vital and difficult when applied to the people concerned.

I find from the report that the sum being spent on building facilities is Rs. 32 lakhs. I hope some of this money will be utilised for the smaller district town post offices. Small district towns Sir, seem to be left outside of every kind of consideration. The Municipalities are bad, roads have not been developed, and the district towns have not got anything except the post offices which brings a certain amount of relief. Some of the post offices were built 25 or 30 years ago, meant to accommodate 6 or 8 people; but now owing to the increase of activity, they accommodate 25 to 30 people. The conditions there are terrible; there is no kind of washing arrangement; there is no kind of lavatory arrangement and the furniture is broken and delapidated. I hope the hon. Minister will visit the post offices at Krishnagar, Nabadwip and Shantipur and he will get an idea of exactly what I am saying.

About the Airlines, I wanted to bring to the notice of the hon. Minister another point also, with reference to the Skymaster night services. There are two seats right in front that are covered by luggage and a nice blue blanket is put over them. There are 3 seats on one side and 2 seats on the other. I do not say that ladies should be given reserved seats but for night travelling in the planes, a part of the luggage could be moved to one side. I think the ladies would prefer to sit with some luggage by their side rather than sit along with....

Shri M. S. Gurupadaswamy: Not with other ladies?

Shrimati Ila Palchoudhury: There may not be two ladies always and luggage is preferable to a strange man.

Shri M. S. Gurupadaswamy: Men are worse than luggage!

Shrimati Ila Palchoudhury: Very often men are better than luggage but not when travelling by night on the plane.

An Hon. Member: Very uncharitable.

Shri K. P. Tripathi: Men are chivalrous and women are timorous.

Shrimati Ila Palchoudhury: I would also like to bring to your notice that the R.M.S. Division should work in close co-operation with the Railways. Otherwise, the efficiency of the department is lost. I understand that the R.M.S. Division is going to be moved from Calcutta to Bihar. I hope the hon. Minister will realise the difficulties. Particularly when vacancies are advertised, I hope he will see that they are advertised both in the Bengal and the Bihar papers at the same time so that candidates from Bengal may have a chance to apply also.

Shri K. P. Tripathi: What about other places like Assam?

Shrimati Ila Palchoudhury: I hope they will put it in the Assam papers as well.

[Shrimati Ila Palchoudhury]

The hon. Minister is remembered everywhere for his infinite sympathy. He will agree with me that when there is a case of theft or when there is a case of suspected theft, the law must take its own course. But surely a person should not be beaten and detained. I know of a case where a man was beaten and he bled and the hospital has found injuries on him. It is up to the Government and the Department to look into matters of this kind. We Sir, are not living in barbaric times and I hope an enquiry will be made. It was in Ernakulam that it was alleged that there was some theft of copper wire and a man was arrested and detained. It was also found that he was beaten so severely that he became ill. I hope Government will take note of this and see that a blot such as this does not remain on our own national Government.

Recruitment to the Territorial Army is a thing which I also want to bring to the notice of the hon. Minister. There have been about 250 resignations from the Calcutta P. & T. Department. It is a small number considering the number that has been recruited. These resignations have been from women. They were never told when they were recruited that they will have to go to one month's camp; and they find it very inconvenient to go out because of the social conditions of Bengal. Today for a girl to go for a month's camping involves great difficulty and I hope the hon. Minister will accept their resignations because they have been faced with a social problem and the girls will in many cases be faced with real hardship. There are a few men also who have tendered their resignations but their number is small. They have done so because of some domestic difficulties such as an old mother being ill at home or something like that. They have given their resignations and I hope the Department will see that their resignations are accepted. Unwilling volunteers are a contradiction in terms. This Territorial Army Sir, is a voluntary body and you cannot have people who do not want to serve there. Moreover, enthusiasm for the Territorial Army would also be in danger if the people who are recruited are not given ranks according to their ability. Officers automatically get ranks but the others are not very often given the ranks which they deserve. This Territorial Army is the second line of defence and the ranks there must be according to the ability of the person. It does not matter what his position is in civilian life. This Army is going to function in a state of emergency and we have to give recognition to people who are really efficient in that sphere.

Coming to the P. & T. employees themselves, I may say that the departmental rules should be registered. Now the rules for recruitment, promotion etc. are not statutory; as laid down in article 309 of the Constitution they should be passed as an enactment.

Secondly, the grant of casual leave is becoming almost impossible for the P. & T. workers. It is already an understaffed department and particularly, the telephones are essential services. Even though the post office people get a holiday, the telephones people never get one. If anybody wants casual leave there must be somebody to work overtime. If that is not done, naturally, the result is that casual leave is not given. A man has to go and get a doctor's certificate if he wants casual leave. He goes to the doctor and pays him annas eight and gets the certificate.

An Hon. Member: Rather more.

Shrimati Ila Palchoudury: Rather more; then it is still worse. A case in point is this. A man wanted to get married and he wanted casual leave. He had to go to a doctor and get a certificate! The department knows it yet nothing is done to rectify this! I think it is most undesirable.

[MR. DEPUTY-SPEAKER *in the Chair*]

Then about the P. & T. staff who have to come to their work from a distance within a radius of not less than 5 miles from their places of work: They have to get to their offices which are sometimes at great distances. They must be given some sort of conveyance. Take the case of a place like Delhi where the question of conveyance is very very acute. They cannot go to their places of work unless they have some sort of conveyance. They used to have conveyance before but it was suddenly withdrawn. I think there is some stay order at the moment and I think that order is still there, I hope you will let it stay. If they have to go to the Ridge Radio Station, which is 12 or 14 miles away, they must have some conveyance.

About the Territorial Camps I would like to suggest one thing. In these camps they might be given training in cycling and riding. You will find far more recruits from the P. & T. if you do that. Many of them entered with the hope that they would get this training. I hope

Government will consider this and see that training in cycling and riding is given—not only to men but also to women.

I again congratulate the Ministry for all that it has achieved. It has made every Indian feel proud of what the Communications Ministry has done. Their staff from the highest to the lowest, is to be truly admired. It can be sincerely said of the P. & T. staff that "never was so much owed by so many, to so few".

An Hon. Member: Especially Shri Raj Bahadur.

Shrimati Ila Palchoudhury: It is quite true; it is as true of the Ministry of Information and Broadcasting as of the Communications Ministry that they act on the same principle.

बहु जनहिताय, बहु जनसुखाय ।

Shri Keshavaiengar (Bangalore —North): I rise to oppose the cut motions deemed to have been moved by my hon. friends opposite and in support of the ....

Mr. Deputy-Speaker: Why deemed; they have been moved.

Shri Keshavaiengar: I correct myself ....cut motions moved by my friends opposite and support the Demands placed before us under various heads. While doing so, I have no hesitation in giving the devil its due by tendering my hearty appreciation of all the good achievements that the Ministry has....(*Interruption.*) They have done that devilish task, a task which can only be done by a devil—I cast no aspersions at all.

Shri M. S. Gurupadaswamy: Who is the devil between the two?

Shri Keshavaiengar: Naturally, the one opposite me.

Shri Raj Bahadur: Sir, although it is in lighter vein it is becoming too personal now.

Shri Keshavaiengar: I would be the last person to refuse to appreciate the good work that has been done by the Ministry on such a large scale. One thing that strikes me and which I appreciate heartily is the effort and endeavour made by the Ministry to carry this useful service to the nooks and corners of our country, to the distant villages, in spite of the fact that there was a deficit or loss incurred even to an extent of Rs. 1,000 per annum in the case of the most backward villages. Naturally, as a pioneering effort, one must appreciate this. Even though I have not had the experience of the identical type that my hon. friend from Bhopal had in being a postmaster of an experimental post office—and the experiment seems to be very successful in his case—I have had personal experience of the results of a post office going to a village. I have known in a village in the Mysore State in Tumkur District, by name Shuddekunte, a post office was carried over there in spite of the fact that there was some deficit or loss in running it; it was a village having about a thousand persons. I have had tens of letters from those villagers in hearty appreciation of the little service that has been rendered to them. That village pays, as I know, an assessment of nearly Rs. 2,500 to the Government. What is it that the villagers are having in return? Except for a half-starved schoolmaster, there is nothing else from the Government side. This kind of useful service rendered in that village has been immensely appreciated. Our countrymen are very good, sincere and honest and they heartily appreciate us if only we are on the right path.

I am very happy—and I may be pardoned for the repetitions that I have made in this regard—that this effort is made by Government. This effort must certainly be increased and not in the least deteriorated in any manner. Eighty-five per cent of our countrymen live in the villages and we cannot take to their homes railway lines, and this is one kind of service that we can carry to their very doors—at least one village out of every ten. I am happy to see from the reports and summary furnished to us that we have established not less than 30,000 village post offices ever since the achievement of Independence. This is certainly not a little achievement and it warrants every kind of appreciation on our part. If I could make a suggestion on this point, I would say to the Department that the mobile post offices that we are having in some of the cities in our country have been rendering very useful service. I am one of those who feel that these mobile post offices must find their proper and due place in the village parts; they could easily connect the different post offices situated between several villages and in that way serve the villages that they come across with. In that way the most useful service could be rendered by the mobile post offices if only we are able to take them to the countryside. I would like to appeal to the Minister and to my friends that at least by way of an experiment they should launch a scheme

[Shri Keshavaiengar]

for taking the mobile post offices to the villages, in however small a manner it may be, and one or two such experiments could be conducted there. The moment the post office goes to the village, our villagers will certainly have every kind of inducement. I feel that the post office apart from rendering the service of communication, will also help our country by way of small savings, by way of national plan certificates that have been issued in the denominations of Rs. 5 and Rs. 10. We have been seeing from the reports that we have already about Rs. 14 crores collected in that manner. And we could easily increase this sum if only we give them the facilities to contribute. In that way also this service of communication in the villages will enormously help our villagers and will throw open the whole outside world to their outlook.

Last year when I happened to be in Denmark, I took the opportunity to visit some of the villages there and live in some of the farm-houses. I could see that almost every farm had a telephone, and it was certainly a matter of very great convenience for the purpose of carrying out the daily duties of the farmers. I am very anxious to see why we cannot take this kind of service also, if not to every village, at least to a group of villages nearby, This is a matter which requires very careful consideration on the part of the Department. I would like to know why we cannot take this relief also to our countrymen in the villages. I am sure it will also be a very fine source of revenue as well, and we need not have any hesitation in that regard.

We have been seeing of late several police parties or groups using some mechanism for the purpose of conveying the oral messages by wire. I am one of those who feel why we should not make use of this kind of apparatus for the purpose of providing our countrymen in the villages the facility of telegraphs as well. This kind of apparatus can very easily convey the oral messages to the nearby telegraph station and hence onwards the telegram can reach its destination in the usual course. If it is possible for us to carry this relief as well to the countryside, it will be a very great effort and a very laudable effort, on the part of this Ministry.

Now that I am dealing with matters connected with telegrams, my mind goes immediately to the new feature introduced by the Ministry, particularly, the one connected with the Hindi script for regional languages. It is a matter of very great happiness for us to see that this national language is brought into play in our everyday life more and more throughout the length and breadth of this country. This effort will certainly go a very long way in that direction. I would like to say that this matter has to be tackled in a definitely decisive manner. No doubt I appreciate the fact that the Hindi script has been introduced for the regional languages, but I would like to suggest also that we may go a step further and see why we cannot reduce the rates for the telegrams if they are sent or issued in Hindi script. That would give quite an extensive encouragement for the people to use the Hindi script.

I am not satisfied with the increase of about 3,500 telegrams booked in the Hindi script over last year. I am sure this small concession that we may allow in respect of telegrams issued in the Hindi script will certainly not involve the Government in any loss. We need not have any apprehensions in that regard, because I expect that it will be put into greater use by the people and thus the increase in the number of telegrams that we may receive will outweigh the little loss that we are likely to incur by introducing this measure.

I heartily appreciate at this juncture the effort made by our Ministry in introducing the Hindi Sanchar Karyalaya. It is a very wonderful thing. It is done with plenty of imagination. I have been seeing on almost every page of this book that the difficult words in the Hindi language which we could not understand have been translated in English. That very greatly facilitates easy reading and spread of the Hindi language. I tender my hearty congratulations to this Ministry on its efforts.

There is another feature in the report. Night classes are opened to enable the employees of this department to learn Hindi language. In this connection, I would like to suggest that we must be in a position to offer a further inducement to the employees to learn Hindi language. If my Minister friends are pleased to accept a suggestion from me, I would suggest that a specific time may be fixed after which an examination may be held. If every employee were to pass that examination within that prescribed period, he may be given some promotion as a kind of a special reward for having passed the Hindi examination. If you do that, you will see how the employees come in thousands

to pass this examination for the small promotion that they are likely to get on account of the passing of the examination in Hindi language. We can also prescribe for those employees who come from Hindi territories and who know Hindi an examination in any other regional language. If they also took the trouble of passing that examination, they would also be entitled to similiar promotions. In that way, a very great fillip could be given to the spread of Hindi language to making it occupy a proper place in our activities.

About a year back or a little earlier than that, I made a reference to certain concessions. Facilities should be afforded to Members of Parliament who want to travel by air, particularly to those of us who are coming from far off regions, about 2,500 miles away without any loss to the Government. We can pay the difference between our pass and the actual fare just as we are travelling by air-conditioned class after paying the difference. I have had a talk with Mr. Shankar, the Chairman of the Corporation. He had no difficulty in introducing that system. I cannot see any difficulty. We call ourselves a welfare State and if my Minister friends are not in a position to attend to the welfare of their own Members, I really do not understand what we are going to do.

I have got a few matters so far as aviation is concerned. I heartily congratulate the Ministry for having acquired about seventeen aircrafts of various types. I do not agree with my hon. friend from Mysore on the other side when he was complaining about the conditions of the aircraft. Evidently, he has never travelled in them. He was one of those who refused to travel with me the other day to Bangalore.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Keshavaiengar: Anyway, I am happy to record my appreciation of the very good services that are being rendered by our officers in foreign countries particularly in attending to the needs of Indians that go there. We are being attended to in a much better manner than in our embassies themselves. I was informed by the employees there that the women employees in these branches are denied the usual concessions that are afforded to them for travelling once a year, to their homes, in this particular context, to India. It appears the other international airlines allow similar concessions and our Government also allows the same concession for a husband when he goes with his wife but it is denied to the wife when she wants to go with the husband. We should not make this distinction in sex so far as our employees are concerned.

Mr. Deputy-Speaker: Now the hon. Member should conclude after getting these concessions. His time is up; he has taken one minute more.

Shri Keshavaiengar: I crave your indulgence for one minute more. I have got a few words to say about the employees' union. That is a registered association under the Trade Unions Act but the rules that are applicable to them are the civil service rules.

Mr. Deputy-Speaker: His time is up.

Shri Keshavaiengar: Perhaps it would become necessary for us to appoint a negotiating machinery for the purpose of deciding this factor and I very eagerly look forward to that. I think the only obstacle in the way is the crowd of officers to my left in the official gallery. They have not changed their outlook at all. I would like to suggest that they should be given the proper status and we can talk across the table as equal partners and come to an understanding so far as the inconveniences to the employees are concerned. There are other details and I have no time to go into them.

सेठ अचल सिंह (जिला आगरा—पश्चिम): उपाध्यक्ष महोदय, आपने जो मुझे बोलने के लिए समय दिया, उसके लिये मैं आपको धन्यवाद देता हूं। यह आपका संचार मंत्रालय बहुत ही उपयोगी विभाग है और अगर यह डिपार्टमेंट (विभाग) न होता तो देश में अंधकार पैदा हो जाता। इस डिपार्टमेंट के जरिये से तीन पैसे के अन्दर देश में एक सिरे से दूसरे सिरे तक आदमी अपने समाचार पहुंचा सकता है। आजकल यह, डिपार्टमेंट गवर्नमेंट आफ़ इंडिया में तीसरे नम्बर का है। पहला रेलवे का विभाग है, दूसरा फ़ौज का अर्थात् प्रतिरक्षा मंत्रालय और तीसरे नम्बर पर यह पोस्ट एंड टेलीग्राफ डिपार्टमेंट आता है जिसमें क़रीब ८५ करोड़ रुपये खर्च होते हैं और करीब २ लाख ६३ हजार लोग काम करते हैं। इस मुहकमें का काम बहुत ही उत्तम ढंग से चलता है और इसमें बहुत कम गुंजायश मैल-प्रैक्टिस (कदाचार) या रिश्वतखोरी चलने की है। इस विभाग ने उत्तरोत्तर तरक्की की है और पिछले साल से इस साल इसने और अधिक

[सेठ अचल सिंह]

तरक्की की है । इस विभाग द्वारा तमाम ऐसे गांवों में जिनकी कि आबादी दो हजार तक की है पोस्ट आफ़िस खोले गये हैं और तमाम क़स्बों और छोटे छोटे शहरों में टेलीफ़ोन और टेलीग्राफ (तारघर) आफ़िसेज खुलते जा रहे हैं । यह संचार मंत्रालय व्यापार, और लोगों की वेलफ़ेयर (कल्याण) और हर एक दृष्टि से देश के लिये काफी उपयोगी और सहायक साबित हो रहा है और इस नाते इस मुहकमे की जितनी भी तारीफ़ की जाय वह कम है । इस मुहकमे में डाक, तार, टेलिफ़ोन और वायुयान के जरिये डाक ले जाने का काम होता है । यह बड़ी खुशी की बात है कि एअर सर्विसेज (वायुसेवाओं) से डाक ले जाई जाती है । मेल मोटर्स (डाक मोटरें) भी जारी कर दी गई है । साथ ही जहां पहले देहातों में डाक पैदल ले जाई जाती थी वहां अब साइकिलों के द्वारा ले जाई जाती है । इस का मतलब यह है कि सरकार यह प्रयत्न कर रही है कि डाक जल्दी से जल्दी पहुंच सके । दिल्ली से चली हुई चिट्ठी आगरे में एक या दो दिन में पहुंचती है जब कि मद्रास की चिट्ठी आगरे या दिल्ली में एक दिन में पहुंच जाती है । कारण यह है कि वहां से एअर (विमान) से डाक आती है । यह बहुत सन्तोषजनक बात है कि हम लोगों को डाक बहुत सुविधा से मिलती जा रही है ।

2 P.M.

बजट के सम्बन्ध में जरूर हमारे वित्त मंत्री जी ने १ आ० टेलिग्राम में और २ आ० रजिस्ट्री में बढ़ा दिया है । पिछले साल करीब २,८७६ मिलियन पोस्टल आर्टिकल्स (डाक वस्तुयें) भेजे गये और ३३ मिलियन टेलिग्राम और १६ मिलियन ट्रंक काल्स की गई । इस तरह से हम देखते हैं कि हर तरह से डाक तार टेलीफ़ोन्स विभाग का काम बढ़ रहा है ।

जहां तक नैशनल प्लैन सर्टिफिकेट (राष्ट्रीय योजना प्रमाणपत्रों) का सम्बन्ध है, जब से यह योजना जारी की गई है, करीब सवा चौदह करोड़ रुपये के पांच और दस रुपये वाले सर्टिफिकेटस बिके हैं । लेकिन यह और ज्यादा हो सकते थे जहां तक मेरा ख्याल है, इस के लिये पब्लिसिटी (प्रचार) कम है और कोशिश भी कम की जा रही है ।

इसी तरह से खादी की हुंडियां बेचने के सम्बन्ध में भी हम देखते हैं कि पोस्ट आफ़िस के जरिये जब से इस काम को करने की कोशिश की गई तब से काम बहुत कम हुआ और इसका भी कारण यही है कि इसका प्रचार बहुत कम किया गया । हमारा स्वयम् का तजुर्बा है कि जब हम लोग यह हुंडियां बेचा करते थे तो लाखों और हजारों रुपये की बिक जाती थीं, लेकिन डाकखाने के जरिये तो हजारों व सकड़ों की भी नहीं बिकी । इसलिये इन सब चीजों के लिये काफी प्रचार करने की आवश्यकता है ।

एक बात जो मैं आप से निवेदन करना चाहता हूं वह टेलिफोन के बारे में है । जहां पर टेलिफ़ोन्स का नम्बर ज्यादा है वहां पर तो उन को अटोमैटीक (स्वचलित) कर दिया गया है, लेकिन जहां पर नम्बर ज्यादा नहीं है वहां पर उन को अटोमैटिक नहीं किया गया है और वह साधारण तरीके से एक्सचेन्ज के जरिये से ही काम करते हैं । लेकिन मैं यह नहीं समझ सका कि हमारी यूनियन गवर्नमेंट के कायदे कैसे हैं कि कहीं तो मीटरिंग कर दी गई है और कही पर नहीं की गई है । आप को शायद मालूम हो कि हमारे उत्तर प्रदेश में सिर्फ कानपुर में ही अटोमेटिक टेलिफोन्स हैं, दूसरी सब जगहों पर एक्सचेंज के जरिये ही काम होता है । लेकिन मुझे बड़े दुःख के साथ कहना पड़ता है कि मीटरिंग सिर्फ हमारे आगरे में ही किया गया है जिस से वहां के व्यापारियों को बहुत दिक्कत होती हैं । इस का खास कारण यह था कि वहां के एक्सचेंज के सम्बन्ध में काफी इनएफिशिएन्सी (अकुशलता) थी और लगातार संस्थाओं और लोगों ने उस की शिकायतें की । इस लिये उन लोगों को जिन्होंने कि शिकायत की थी पेनलाइज (दंडित) करने के लिये एक्सचेंज स्टाफ व अन्य अधिकारियों ने मिनिस्टर महोदय के द्वारा सिर्फ आगरा एक्स्चेंज पर मीटरिंग चालू कर दी । आप को यह देख कर ताज्जुब होगा कि उत्तर प्रदेश में बनारस, इलाहाबाद, बरेली, हाथरस, हापुर आदि कहीं पर भी मीटरिंग सिस्टम चालू नहीं हुआ है । मैं नहीं समझता कि इस डिमोक्रेसी (लोकतंत्र) के जमाने में गवर्नमेंट को सब के साथ क्यों एक सा बर्ताव नहीं करना चाहिये अर्थात् सब के साथ एक ही सिद्धान्त या उसूल होना चाहिये न कि एक के साथ एक किस्म का और दूसरे के साथ दूसरे किस्म का और वह भी इस इरादे से कि लोगों को पेनलाइज किया जाय । जो आदमी पहले एक वर्ष में २८५ रुपये देता था उस को अब ४००, ५०० और ६०० रुपये तक देने पड़ेंगे । अगर पैसा ज्यादा वसूल करने की बात है तो सब जगह मीटरिंग सिस्टम चालू कर देना चाहिये । लेकिन यह नामुनासिब है कि सिर्फ आगरे के व्यापारियों को जिन्होंने कि शिकायत की थी उनको ही पेनलाइज किया जाय ।

एक माननीय सदस्य : मीटरिंग होनी चाहिये ।

सेठ अचल सिंह : मीटरिंग बड़ी अच्छी चीज है, लेकिन सब जगह होनी चाहिये ।

श्री भक्त दर्शन : आगरा इस बारे में नेतृत्व कर रहा है ।

सेठ अचल सिंह : जिस वक्त मीटरिंग की गई थी उस वक्त कहा गया था कि यह सिर्फ तीन महीने के लिये एक्सपेरिमेंट (प्रयोग) के लिये की जा रही है । अब तीन महीने खत्म हो गये हैं और मैं आशा करता हूं कि यह जल्दी से जल्दी खत्म हो जायेगी और उस वक्त मीटरिंग की जायेगी जब कि आटोमैटिक टेलिफोन जारी हो जाये ।

इस के अलावा जो काम हो रहा है, उस के लिये तो मैं पहले ही कह चुका हूं कि बहुत सन्तोषजनक है । इस में किसी किस्म का शिकायत का मौका नहीं है और मैं इस डिमांड (मांग) का हृदय से समर्थन करता हूं ।

Shri U. M. Trivedi: Mr. Deputy-Speaker, the subject of Posts and Telegraphs Department is one in which practically every Indian is interested and Shri M. S. Gurupadaswamy and Shrimati Maniben Patel voiced the feeling of the common man, the common man in the streets of India, that we are feeling a lethargy which is progressively increasing in the Postal Department. Many of the complaints made by Shrimati Maniben Patel are very correct and I can say for the information of the hon. Minister, who is from my State and I have a right to tell him also, that....

Shri Raj Bahadur: I and you both belong to India.

Shri U. M. Trivedi: ....the phonogram service in Eastern Court in New Delhi is hopeless. It is 'hopeless', there is no other word for it. You cannot wait at the telephone for 40 minutes to send a phonogram; in 40 minutes a telegram would reach its destination and get delivered. Here for 40 minutes you have to wait at the telephone to send a phonogram. I would suggest one thing. If you think it right, transfer the whole of the Delhi staff to Bombay and get the Bombay staff here. In Bombay you can send a phonogram in 3 minutes. In Madras you can send it in 2 minutes. What has happened here at the Centre, here in Delhi? Why it takes 40 minutes? Sometimes we can hear the talk of the people who are receiving the phonogram. They sometimes say—this being an impersonal matter—"अच्छा जरा होल्ड आन कीजिये।" Then they go on saying: "खाना खाया ? क्या क्या खाया ? चाय किस को पी ? कौन आया ?" What is this going on? Is this the way in which this machinery should work? Please look up. It is not with a view or a desire to criticise the Postal Department that I say this. It is only with a view to bringing greater efficiency in our administration that I level this small charge against this Department.

May I tell you, Sir, how your Postal Department works? I have got here—and I should like to lay it on the Table of the House—a letter addressed to—the gentleman to whom it is addressed happens to be my son—Shri Bhanu Prasad Trivedi, Jaipur. It is all printed, there is nothing in writing. This wrapper shows that it goes not to Jaipur, being posted from Lucknow, but it goes to DLO, Lahore, to a foreign country to find out where Jaipur is. Does it show your efficiency? I will leave it here.

Therefore, before we talk of efficiency that we are achieving we must probe deeply where we are going, whether we have actually progressed very much or not.

The third complaint which I hear and which I have been hearing is this. My friend Pandit C. N. Malviya said that censoring is carried on clumsily. I do not know. Dr. Mookerjee also once said that it is so clumsy that a love letter supposed to be written to a certain person was enclosed in his envelope and the other communication addressed to him was delivered to somebody else. I have not had the misfortune of having the same experience but I have experienced one thing. As a lawyer I do get communications from my clients. They do not reach me in time. They do not reach me in time only on purpose—I doubt; I do not know. It is left to you. Because as a lawyer I know that there is no law by virtue of which you can seize letters. Unless a special order is made by the District Magistrate before whom any allegation of criminal offence is made no postal articles can be seized, no envelopes opened, no correspondence read. This is what the ordinary etiquette requires. This is what the law says. Therefore I am not prepared to believe that a censoring is going on although I am told and I have very reliable information that it goes on. When a gentleman of your own party like Pandit C. N. Malviya says that it is there, it is high time that you look into this surreptitious

[Shri U. M. Trivedi]

activity of the police in which you become accomplices and co-conspirators. This should be put a stop to.

Some of our friends have criticised our air services I have the misfortune of having travelled in these air services, and I have been travelling since 1938. I am not one of those of whom Shri Keshavaiengar can say that they have not travelled in the air. So, I would ask Shri Keshavaiengar to take my friend Seth Achal Singh and Pandit G. B. Pant and the hon. Minister Shri Raj Bahadur to the airport and ask them to go and sit in any of the Heron aircrafts which the Government have got. Go and sit and find out whether you can get into that aeroplane at all. Do you think that only small-sized people like Shrimati Renu Chakravartty or Shri Gurupadaswamy should travel? We want bigger-sized people also to travel by air, and the aeroplane should be such as to allow them free movement in it.

Mr. Deputy-Speaker: Hon. Member also obviously had some difficulty.

Shri U. M. Trivedi: My difficulty was not so great as that of the hostess who was serving us. Every time the poor girl has to wriggle in and wriggle out. Indeed it is a particular type of exercise that one has to do to go from one end to the other. The pilot has to attend to his duties. There is no co-pilot. The poor radio officer has to keep standing. He has no sitting accommodation. Who purchased these Herons? God alone knows. I do not know what punishment should be meted out to the officer or the officers concerned who initiated this purchase.

Very recently, on the 5th of this month, a very nasty accident would have taken place and it would have blackened the face of our Government had it not been for the alertness of the pilot who discovered a rupture in the rudder and had to forcibly land the aircraft within ten minutes of having taken to flight. All the 14 passengers would have been killed. Such things are happening. When you enter these planes you get throbbing of the heart; you get palpitation; and you are allowing such passengers to travel at the risk of their lives! Is it safe travel? Scrap them off. They are not worth it. Life is much more valuable than Rs. 10,000 or Rs. 20,000 which you may pay for it under the international arrangement. I would, therefore, suggest that you should make haste to scrap the Heron aircraft.

When I am at this point, I must say that the postal service which is being arranged through this aircraft also requires to be looked into. You carry mail from here to Jodhpur in an aeroplane to be delivered there. But from there—the airport—in what vehicle do you carry mail? You have no vehicle. It is carried on the head. The man has to carry a headload or headloads and walk three miles without being helped or guided by anybody. There is no motor van even to carry the mail for three miles. The man has to walk with the headload for three miles, which may take an hour, to reach the post office.

Shri Raj Bahadur: My friend is hopelessly misinformed.

Shri U. M. Trivedi: I may tell you—I am so well-informed—that you have ordered a motor van after I made the complaint. It is not yet ready and it has not yet been given.

Shri Raj Bahadur: I can assure my friend that the mail was never carried as a headload. It was being carried on a cycle and the average weight of the mail is only one or one and a half maunds. The distance between the aerodrome and the town is only three miles.

Shri U. M. Trivedi: I am talking of three miles only. I am very glad that the hon. Minister has the courtesy to admit that it was being carried on cycle. One to one and a half maunds of mail-load is carried on cycle and you are making this assertion before this House.

Shri Raj Bahadur: I hope the hon. Member will have the courtesy to say that it was not carried on the head.

Shri U. M. Trivedi: I say it was being carried on the head. I saw it with my own eyes and so I am not going to disbelieve my eyes.

Mr. Deputy-Speaker: The bicycle might have gone out of order and so the mail might have been carried on the head.

Shri U. M. Trivedi: Well, to suit his convenience, the cycle might have gone out of order!

Mr. Deputy-Speaker: Both the hon. Members can reconcile themselves.

Shri U. M. Trivedi: Well, I agree.

There is another important feature to which I shall draw the attention of the hon. Minister. That is about the question of recruitment. Some hon. Members also have spoken about it. I have got the grievances of the people from my district, or rather, from my State. Recruitment of about 570 clerks was carried out in the Rajasthan circle only

about twelve months back. Out of this, people from Delhi, Jaipur, Punjab, etc., were in the largest numbers. They were recruited, and there was not a single man from my own district of Chittor or from Mandsaur or Ratlam. What happened? Are we all dullards living there, and are all the intelligent people concentrated in the North? I should say that this is a grievance which requires to be looked into. They are people who are not in touch with the Centre. The Centre is too much for them, those people who do not speak your lingo even. We cannot get into touch with the Centre. The Minister, coming from my State, should at least show this much consideration, of a fair and square deal, to those who come from Rajasthan and Madhya Bharat States.

Pandit C. N. Malviya: No discrimination.

Shri U. M. Trivedi: I do not want any discrimination. I want a fair deal.

Shri Raj Bahadur: Please change the Constitution. Then I can do it.

Shri U. M. Trivedi: I do not want that. I agree if you say that it should be given on merits. Do it on merits, but do not have political pulls and have others. Do not allow others to have different types of pulls.

Mr. Deputy-Speaker: Hon. Member's grievance is that perhaps it was not done on merits. But he cannot claim that those districts should have representation.

Shri U. M. Trivedi: I do not for a moment claim such representation. But I say that those districts do not consist only of dullards.

Shrimati Renu Chakravartty: Not from yours, but it is from Shri Raj Bahadur's constituency.

Shri U. M. Trivedi: I do not know. But he must look into the problem if that is the position.

Shri Raj Bahadur: In the matter of recruitment to Government service, the Constitution says that there should be no discrimination on the grounds of caste, community, creed, sex, place of birth and descent.

Shri U. M. Trivedi: I know. That is the preamble.

Shri Sarangdhar Das (Dankanal—West Cuttack): Please permit me to point out that if not a single individual was available in that State for the job, there must be something wrong somewhere.

Mr. Deputy-Speaker: Perhaps the hon. Member's desire is that it should be declared as a backward area or something like that should be done.

Shri U. M. Trivedi: That is what they ought not to do.

There is another point about which I have already written to the Minister. It is about the 'Own Your Own Telephone' scheme. I am receiving compaints, and I have received several complaints that notwithstanding the fact that monies have been deposited for the last three years, the telephone is not given. Then, what for have the poor people deposited this Rs. 2,500? The figures that you have given show that you have increased the number of telephones. Is there any justification to say that you have not given the telephones to those who have deposited Rs. 2,500 in cash? You are sitting with Rs. 2,500 with you. I would request you to look into it, because it has become a very scandalous thing in Ahmedabad and especially in Bombay circle.

Another complaint which we get all along in our district is this: it is the lack of postal stationery. Enough stationery is not available. Receipts are granted on bits of paper, on torn paper. What is printed and what is not printed, God alone knows. Even the telegraph receipts are given on such forms, which are bits of paper. Forms are not available. I made a complaint to the hon. Minister Shri Jagjivan Ram. He thanked me very much for having pointed it out to him. It was with reference to the post and telegraph office at Degana. Unfortunately, six months later, I had to go to that place again, and I found that the same complaint was still persisting, notwithstanding the fact that some forms were supplied when my first complaint was made. It is time that instead of serving only Delhi, Calcutta, Madras and Bombay, you tried to serve the poor people, and indeed we should try to serve poor people for whom we stand here and whom we represent.

There is one other thing to which I would like to draw the pertinent attention of the hon. Minister. I had brought it to his notice even in my previous speeches on the Posts and Telegraphs Demands. We have got an arrangement in England by which the R.M.S. van picks up mail all along the line from every station whether the mail stops or not and drops mail at every station whether the mail stops or not. The arrangement is very simple. Why not introduce that arrangement? We are not

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running air mails all along the places where the Frontier Mail or Calcutta mail or whatever it is runs. Air mail service is meant only for the Allahabad people, Banaras, Bombay, Nagpur, etc., people. What about us, who are living in between? The aeroplane flies over us. It goes away. The Frontier Mail passes through our territory; yet the mails are not dropped and mails are not picked up. It is a very easy device. In this 20th century, when half the century is gone, it is high time that we should open our eyes about this and adopt this device. This was introduced in England about 30 years ago, and it is working nicely and efficiently. We should have it here as soon as possible.

I should like to make a few remarks about the lethargy in setting up telegraph offices in my constituency. A big promise was made. It was written in this book; it was written in the other book; for three years, I have been reading that the Government is trying its level best to have telegraph offices at every headquarters of tehsil and every headquarters of sub-division. Leave aside tehsils; I am talking of a sub-division. A letter was written to me promising a Telegraph Office in Begun, in October 1953. October 1954 is gone and also October of the year 1955 is gone. We are in 1956. Still the telegraph office at Begun is not there. With great respect to you, I submit that the hon. Minister may take stock of the situation. I do not want any favouritism. I want what is right, and what is justly demanded. The demand is that in my constituency telegraph offices must be installed in every tehsil and subdivision headquarters at the earliest opportunity.

Shri M. D. Joshi (Ratnagiri—South): The Communications Ministry is rightly congratulated for having done a very good piece of work and for having acquitted itself very creditably. I was not therefore surprised to see a boquet thrown to the Ministry by Shri M. S. Gurupadaswamy although Shri Keshavaiengar described it as a devil. He did not mean that it was fearful like a devil; but that it was doing devilish good work. Very good progress has been maintained during the last year. The number of post offices and staff has increased enormously. The number of post offices opened after August 1947 is 29,000 and odd. Today, the number is 51,000. That is, indeed a matter of pride that our Communications Ministry is keeping pace with the Five Year Plan and the strides that the people are making in the progress of the country.

They are to be congratulated, again, on the introduction and encouragement of the Devanagari script because all people coming from the villages and belonging to the different languages,—any person who has read up to the third or fourth standard in his regional language —will understand the telegram if it is written in the Devanagari script and he will not have to seek the help of another man who has learnt English for understanding the telegram. Then, I have to thank the Ministry—it is a very small thing as far as the Ministry goes, but it is a big thing as far as my constituency goes—for having sanctioned a water allowance to the members of the staff in my district although I have to point out respectfully to the hon. Minister that the post-master at Ratnagiri complains that while all the members of the staff have been receiving the water allowance, he alone has been denied that consideration. I do not understand why that distinction should be made. I think this anomaly which exists there whatever be the reason, should be removed early.

The Postal Department is a commercial department. It must have an eye to the income and expenditure. We were greatly relieved to find that in the revised estimates of the current year, there has been a surplus of Rs. 2 crores. We are promised this year only a surplus of Rs. 65 lakhs. Perhaps at the end of the year, we may be agreeably surprised to find a surplus of Rs. 2 or 3 crores. What I want to urge for the consideration of the Minister is that progress must keep pace not only with the profit made, but with the needs of the people. I am completely at one with Pandit C. N. Malviya when he said that every village must have a post office; particularly so with regard to my constituency, which, I find is not included in one of the backward areas.

Shri D. C. Sharma (Hoshiarpur): That is my difficulty also.

Shri M. D. Joshi: We are in the same boat or—there is no boat in your constituency—in the same bogey.

On page 16 of the brochure regarding the activities of the department, I find that two areas have been mentioned as backward areas prior to 31-3-1955: that is the Bhil areas of Bombay and Cutch. To this, a new area has been added to be included in the year 1955-56, namely North Canara district. I am very sorry that neither the hon. Minister Shri

Raj Bahadur nor the hon. Minister Shri Jagjivan Ram has visited my district. Shri Jagjivan Ram's visit scheduled for the last November-December was cancelled unfortunately. If they had seen my district, they would have been compelled to admit that it is one of the most backward areas so far as communications are concerned. It is said that my district is one of the most forward so far as education and other things are concerned. So far as intelligence is concerned, we are being congratulated. But, so far as communications are concerned, it is one of the most backward districts. Our Government has recognised the North Canara district which is my neighbouring district as a backward area. Unfortunately my district is classed as one of the forward districts without having the advantages of a forward district. My district is a long strip 250 miles in length and 40 miles in breadth. The 20 miles broad strip along the west coast in my district is provided with all facilities because it was easy to give facilities there. The other 20 miles are mountaineous. West of the Sahyadri, a long strip 200 miles by 20 miles has no facilities whatsoever. A letter posted in Bombay reaches the villages in the mountaineous regions after 8 or 10 days, even though nominally there are two deliveries every week because the beats of postmen are so arranged that it is impossible for the postmen to reach the distant outskirts. The area of the district is 250 miles long and 40 miles in width and has a population of over 17 lakhs of people. The adjoining area of Colaba district has a population of 10 lakhs of people. My district contains 1,600 villages and Colaba district has about 900 villages. These 2,500 vilages in all are served by only 300 postmen. Will you believe that? How can 300 postmen cope up with this tremendous work? The postal authorities in my district, say it is simply impossible. Of course, they cannot complain. They say it is impossible that our district can be served adequately with this poor, inadequate army. However, it has continued from time immemorial, I do not know from what time, but I think the arrangement has continued for the last 50 or 75 years and no attention is being paid to this. It is therefore that I deplore that my constituency has not been visited by either of these two Ministers. I request them....

Shri B. D. Pande (Almora Distt.—North-East): Did you send them an invitation?

Shri Raj Bahadur: I must offer a clarification. The hon. Member never asked me to do so. Otherwise, I would have gladly complied with his wishes.

Shri M. D. Joshi: All right. If an invitation is at all necessary, I openly extend an invitation on the floor of the House and I hope that the hon. Minister will pay a visit now.

Mr. Deputy-Speaker: Would not that be discrimination again if he does not extend the invitation to others?

Shri M. D. Joshi: If they all belong to the Communications Ministry, certainly.

Shri D. C. Sharma: All the Members present.

Shri M. D. Joshi: We are told that there are regional committees for the posts and telegraphs department. Before I read it in the report, that there were these committees, I never knew there were such committees.

Sardar A. S. Saigal (Bilaspur): There is.

Shri M. D. Joshi: Certainly there must be a committee, because the report does not state falsely. There are committees, but we do not know who the members are. I learn now on enquiry that a member from Bombay who has had no connection with my region is appointed as a member representing Konkan District. What can the poor man know who has never visited, or perhaps if he has visited at all, has learnt things on hearsay? If the postal committees are to do their work efficiently and are to serve the interests of the people really, then some representative from the district who knows the condition of the district must be appointed. I am not talking of my district alone, I am talking of all areas in general.

As for the personnel, I wish to refer to the case of the postmen. Nowadays they are all educated. Many matriculates or applicants who have got the school leaving certificates apply, for want of a better employment, to be postal peons or postmen. I know several cases of postmen who are matriculates; and even though they are not used to it, they are doing very good work and travelling 15 miles, 16 miles per day. But even though they have served for one, two or three years, new recruits are taken, but these postmen who have been doing very good work are not being promoted to the clerical posts. I do not know why that should be so. I think that young boys who have been

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doing very hard and good work as postmen should be promoted to the posts of clerks before new recruits are taken and new recruits asking for employment should be first appointed as postmen where necessary. I think the present conditions need to be improved.

I have to place three or four points more.

Mr. Deputy-Speaker: Two minutes more.

Shri M. D. Joshi: I shall be as brief as possible.

Then I have to point to the way messages regarding weather are handled. The meteorological department sends messages about storm etc., but the people are not aware of them. In order that there should be real benefit for the people, the messages must be announced and published properly, and for that purpose there should be co-ordination between this Ministry and the Transport Ministry. But I have found several times, that messages of bad weather received in the customs offices at several places are not properly announced. I found in my own place that once several officials were to travel and were compelled to cancel the journey at the last moment because they came to know that the weather was bad, but the ordinary passengers did not know. I then told the officials concerned that they had not done their duty in not announcing it properly. So, at every port where sailing of ships and steamer passenger travel is concerned the announcement of meteorological messages should be made promptly by the customs department.

In my district there was a very convenient mode of carrying postal mails called the "Mail Guard" scheme. At every port postal mails were given and taken on the coast line steamers; Every steamer had two mail guards to guard the mails. Government, for what reason I do not know, abandoned that scheme which was very convenient for the people. What is the result? The steamer company which had a contract with Government for about Rs. 4,000 or so per month for carrying postal mails has now a contract of Rs. 6,000 per month causing a loss of revenue to Government of at least Rs. 2,000 per month. Why that new contract involving loss to Government was made, who was responsible for it, I do not know; but I must say that this is a very serious matter because people have been inconvenienced and Government have been put to a loss. When I made enquiries of the Postal Superintendent at Ratnagiri I was told that the contract was to last for five years and it was just entered into last year or so and nothing could be done now. If that is so and if a serious loss is caused to Government it is a case for investigation as to who is the officer who is responsible for this contract, as to why this contract was entered into at all and why the old system was discontinued. By the discontinuance of this system, the number of postmen has decreased by at least 13. That means there has been unemployment for at least 13 employed of the lower staff. So, I think it is a matter for investigation.

In the end I only wish to say that communications need to be extended as far as possible. Let us not stick to a wooden rule such as one post office for one village of 2,000 or 1,000, but let us look to the needs of the village, the situation which the post office has to occupy, the area to be served and all those other things. I think the Ministry will pay its attention to all these factors and make this a real public utility concern serving the distant rural areas.

श्री बी० डी० पांडे : उपाध्यक्ष महोदय, मेरे मित्र चाहे यहां कुछ भी कहें कितनी ही हवाई बातें कहें लेकिन मुझे यह कहना पड़ता है कि डाकखाने का जो महत्व है वह सब से ज्यादा बढ़ कर है और यह विभाग बहुत उपकार का है, हमेशा रहा है और हमेशा रहेगा। हमारे त्रिवेदी जी ने केवल तीन वेद पढ़े हैं, चौथा वेद लोक व्यवहार का उन्होंने नहीं पढ़ा। यहां वे इस समय हैं नहीं। लोगों के सोचने में भेद होता है। अगर वे चाहते हैं कि भारत लन्दन जैसा हो जाय, सात वर्ष में ही लन्दन, वाशिंगटन या पेरिस के बराबर हो जाये तो मुझे यह कुछ अनुचित सा मालूम पड़ता है। रफ्ता रफ्ता हम बहुत काम कर रहे हैं, बहुत अच्छा काम हो रहा है सब महकमों में, खास कर डाकखानों में तो बहुत ही अच्छा हो रहा है। एक मित्र कहते हैं कि गांव गांव में डाकखाना खुले, हां खुले, मैं भी चाहता हूं कि खुले, जब विद्या का प्रचार होगा, जब देश का विकास हो जायेगा, जब सब जगह विद्या का प्रकाश हो जायेगा तो सब जगह डाकखाने भी खुलेंगे। लेकिन अगर हम आज सब जगहों पर डाकखाने खोलने लगे तो इस पर कितना रुपया खर्च होगा और लोग उस से कितना लाभ उठायेंगे? मैं तो कहना चाहता हूं कि अनोत्पादक डाकखान नहीं खुलने चाहिये। हालांकि डाकखानों की सब से ज्यादा जरूरत हिमालय में

है, मैं जानता हूं कि मेरे प्रदेश में डाकखानों की कितनी जरूरत है क्योंकि वह एक बार्डर (सीमा) पर है । वहां पर तिब्बत का बार्डर है और हमारे ऊपर बड़ा खतरा है, वहां अधिक डाकखाने होने चाहियें, एअरोप्लेन (विमान) भी अधिक जाने चाहिये, टेलिफ़ोनस का भी बहुत ज्यादा प्रबन्ध होना चाहिये । सब प्रकार की सुविधायें होनी चाहिये क्योंकि वह एक कमजोर इलाका है जहां से किसी भी समय हमारे ऊपर चीनी दुशमन आ सकते हैं, ईश्वर न करे कि वह आयें, कम से कम मेरे जीवन में तो नहीं आता, लेकिन अगर कभी ऐसा मौका आ पड़े...

श्री जगजीवन राम : आशा कीजिये कि कभी नहीं आयेगा ।

श्री बी० डी० पांडे : मैं भी चाहता हूं कि न आये । लेकिन वहां पर एक जगह कमजोर है जिस का नाम लिपू लेक है । वहां पर एअरोप्लेन का अड्डा जरूर होना चाहिये, वायरलेस (बेतार) तो खैर है, लेकिन टेलिग्राफ का होना बहुत जरुरी है । उस जगह से अगर कोई शत्रु आना चाहे तो उसे कोई विशेष कठिनाई नहीं होगी । इसलिये इस अड्डे को मजबूत होना चाहिये । कल मुझे मौका नहीं मिला नहीं तो मैं डिफेंस डिपार्टमेंट (प्रतिरक्षा विभाग) से भी कहता, अब मैं एक्सटर्नल एफ़ेअर्स (वैदेशिक कार्य) के वाद विवाद के दिन वहां के बातें कहूंगा ।

डाकिया को देख कर सभी स्त्री, पुरुष और बच्चे प्रसन्न होते हैं, तार वाले को देख कर कभी कभी जरूर घबरा जाते हैं, लेकिन डाकिया तो मनी आर्डर ले कर आता है, चिट्ठी लाता है, प्रेम पत्र लाता है, इस लिये उस को देखकर सब प्रसन्न होते हैं, कौन ऐसा है जो खुश न होता हो । वहां पर मेरे इस ओर के दो एक मित्र ही कुछ नाराज मालूम होते है नहीं तो मैं समझता हूं कि सभी लोग इस महकमे से प्रसन्न हैं । फिर भी आज कल दुनिया में ४२० घुस गया है, जमाना ही ४२० का है, इसलिये जो यह बड़ा पवित्र महकमा था, सीधा और सच्चरित्र महकमा था, जो अच्छे और सीधे आदमियों का महकमा गिना जाता था, उस में भी कुछ बीमा चुराने वाले, चिट्ठियां चुराने वाले, मनी आर्डर हड़प जाने वाले, पैदा हो गये हैं । लेकिन यह सिर्फ उनका ही दोष नहीं है, वक्त ही ऐसा खराब आ गया है । परमात्मा चाहेगा तो थोड़े ही दिनों में वह ठीक हो जायेगा और अच्छा वक्त आयेगा ।

मेरे और भाइयों ने इधर उधर की तमाम बातें तो कह दी हैं, मैं केवल जो मेरें यहां की दो चार बातें हैं उन को ही सदन के सामने रखना चाहता हूं । पिथोरागढ़ का डाकखाना तोड़ दिया गया, उस का बहुत सा माल भी बेचा गया । यह कहा गया था कि उस को नये तौर से बनाया जायेगा, लेकिन दस वर्ष हो गये इस बात को और वह दस वर्ष से बन ही रहा है । उस का सारा मलवा तक बेच दिया गया और रुपया भी जमा हो गया, लेकिन अब तक वह बना नहीं है । वहां के लोगों को बड़ी तकलीफ़ है, मैं वहां पर खुद देख कर आया हूं, वहां पर वह डाकखाना जरूर बनना चाहिये । हम को आश्वासन जरूर दे दिया गया है लेकिन बजट को देखने से मालूम हुआ कि उस के लिये रूपया नहीं रक्खा गया है । मैं आशा करता हूं कि वह जल्दी ही बनाया जायेगा ।

जो पिंडारी ग्लेशियर की लाइन है वह बहुत सुन्दर है, उसी लाइन पर कौसानी भी है जहां पर जब गांधी जी गये थे तो उन्होंनें कहा था कि आखिर लोग स्विटजरलैंड क्यों जाते हैं यहां जब ऐसी ऐसी सुन्दर जगहें मौजूद हैं यहां पर । वहां पर एक तार घर जरूर खुलना चाहिये । गरुड़ सोमेश्वर और बागेश्वर में भी जो कि पिंडारी ग्लेशियर की लाइन में हैं, बहुत से लोग जाते हैं, बड़े बड़े पैसे वाले जाते हैं, वहां पर भी एक तार घर की जरूरत है । हमारे उत्तर प्रदेश की सरकार ने यह आश्वासन भी दे दिया है कि अगर वहां पर कोई टोटा हुआ तो उस को वह पूरा करेंगी, इसलिये उस की ओर भी सरकार को ध्यान देना चाहिये और मैं समझता हूं कि इस के खुलने में विलम्ब नहीं होगा ।

जो दो शहर हैं मेरे प्रदेश में नैनीताल और अल्मोड़ा उन में से नैनीताल तो रेलवे के नजदीक है, लेकिन अल्मोड़ा शहर काफी दूर है । यह एक पठित शहर है । १४,००० की आबादी में से १३,००० आदमी पढ़े हुए निकलेंगे, इस का सेन्सस लिया जा चुका है उस से पता चलता है कि इन १३,००० आदमियों में से २,५०० ग्रैजुएट्स हैं । वहां पर चिट्ठी पत्री और अखबार बहुत आते हैं । जब हम से भी वही महसूल लिया जाता है जो कि आप दूसरों से लेते हैं तो औरों को तो आप एअरोप्लेन की सर्विस से डाक पहूंचाते हैं और हमारे यहां मामूली तरह से डाक जाती है । हमारे यहां की सड़के अक्सर टूट जाती हैं । अल्मोड़ा रेल से, मोटर के रास्ते से ८४ मील पड़ता है, पैदल के रास्ते से ३७ मील पड़ता है, लेकिन (ऐज क्रो फ्लाइज) जिस तरह से कौवा उड़ता है उस तरह से केवल १५ मील होता है । अगर एअरोप्लेन से डाक भेजी जाये तो हमें वह १५ मिनट में मिल सकती । किंदवई

(श्री बी० डी० पांडे)

साहब मेरे मित्र थे, गोरखपुर जेल में हम दोनों छः महीने साथ रहे थे, उन्होंने मुझ से कहा था कि वह हमारे लिये एक डकोटा ला देंगे । वह तो बेचारे चले गये, बहुत अच्छे आदमी थे, शरीफ आदमी थे, हमारी डाक के लिये डकोटा भजना चाहते थे, लेकिन मैं एक ही बात पूछना चाहता हूं

श्री जगजीवन राम : डकोटा उतरेगा कहां ?

श्री बी० डी० पांडे : अगर हो सकता हो तो हमारे यहां के लिये भी उड़न खटोला होना चाहिये । हमारे यहां रेलवेज तो हैं नहीं, रोडवेज हैं, कभी कभी वह टूट जाती है और हम को तीन तीन चार चार दिन तक डाक नहीं मिलती है । मैं ने सुना है कि वहां पर रोपवेज (रज्जु मार्ग) बनाने का भी कुछ विचार है और लिखा पढ़ी हो रही है। इस के लिये भी जल्दी करनी चाहिये क्योंकि अब तो हमारे यहां कौपर (तांबा) और लेड (सीसा) माइन्स (खानें) भी पाई गई हैं । उन के बढ़ाने के लिये अब हमारे यहां रोपवेज कितनी जल्दी खुल सकेंगे, इस की जांच सरकार को करनी चाहिये ।

जब मैं अल्मोड़े में कम से कम एक एअरोप्लेन के आने की बात करता हूं कि तो म यह नहीं चाहता हूं कि उस पर अनोत्पादक व्यय हो, अगर खर्चा ज्यादा पडता हो तो सरकार उस को न चलावे लेकिन अगर हो सके तो हम को डाक जल्दी पहुंचाने के लिये एअरोप्लेन की सर्विस दी जाय । पिंडारी सड़क में हमारे यहां कभी कभी बहुत दूर दूर से लोग आते हैं, वे अपने घरों को तार भेजना चाहते हैं, मनी आर्डर भेजना चाहते हैं, और चीजें भेजना चाहते हैं, इस लिये वहां पर तार की लाइन होना लाजिमी है । मैं समझता हूं कि अगले पांच सालों में हमारी यह तकलीफ़ जरूर दूर हो जायेगी ।

मैं केवल इतनी ही बात कहना चाहता हूं क्योंकि बहुत ज्यादा बातें कहने से तो परमात्मा भी उन को ठीक नहीं कर सकता है । परमात्मा से तो एक ही बात मांगी जाती है और वह है मुक्ति । उसी तरह से मैं आप से भी केवल दो एक तार घर उड़न खटोला और दो एक डाकखाने मांगता हूं ।

Mr. Deputy-Speaker: The following are the selected cut motions relating to various Demands under the Ministry of Communications which have been indicated by Members to be moved :

Demand No.	No. of Cut Motions
5	404 to 414, 721, 722.
6	106, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 679, 680, 681, 682, 683, 684, 724. 725, 726, 727, 728, 729, 730.
7	685.
9	453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748.

Frequency of air accidents

Shri S. L. Saksena: I beg to move : "That the demand under the head 'Ministry of Communications' be reduced by Rs. 100."

Conditions of service of the postal staff

Shri S. L. Saksena: I beg to move : "That the demand under the head 'Ministry of Communications' be reduced by Rs 100."

Lack of staff quarters for postal staff all over the country

Shri S. L. Saksena: I beg to move : "That the demand under the head 'Ministry of Communications' be reduced by Rs 100."

Failure to open village post offices in Naurangia Tinbardha Bazar, Ram Nagar Jatha Bazar, Nantar Jangal, Kinuerpati, Marar Buildwalia, Khuthai Siswania, Deotataha, Eiswa Goeti, Niboa and Padrri Bazar in the Deoria District of Uttar Pradesh.

Shri S. L. Saksena: I beg to move : "That the demand under the head 'Ministry of Communications' be reduced by Rs 100."

Failure to construct a new post office building at Golghar or Gandhi Park in Gorakhpur City.

Shri S. L. Saksena: I beg to move : "That the demand under the head 'Ministry of Communications' be reduced by Rs 100."

Failure to provide telegraphic offices in Sarfiar Patel Nagar, Nautanwa, Lachmipur, Partaval Bazar Bhitauli, Maharajganj Tehsil headquarters and Nichaul in the Gorakhpur District of Uttar Pradesh.

Shri S. L. Saksena: I beg to move : "That the demand under the head 'Ministry of Communications' be reduced by Rs 100."

Failure to provide a telegraph office in Chitanni in the Deorria District, Uttar Pradesh.

Shri S. L. Saksena: I beg to move : "That the demand under the head 'Ministry of Communications' be reduced by Rs. 100."

Failure to open sub-post office in village Katahri Bazar in P. S. Nichalul of the Gorakhpur District, Uttar Pradesh.

Shri S. L. Saksena: I beg to move:

"That the demand under the head 'Ministry of Communications' be reduced by Rs. 100."

Failure to open branch post offices in villages Dhekhai Banspaar, Gaura, Samduarwa Jarar, Pancira Bazar, Khutha Bazar Bagapar, Nadua Bazar, Gopala, Rajwal, Mithaura Bazar in Tehsil Maharaj Ganj of Gorakh-District, Uttar Pradesh.

Shri S. L. Saksena: I beg to move:

"That the demand under the head 'Ministry of Communications' be reduced by Rs. 100."

Failure to open telegraph, telephone and post offices in the rural areas in sufficient numbers in Gorakhpur, Basti and Deoria Districts in Uttar Pradesh.

Shri S. L. Saksena: I beg to move:

"That the demand under the head 'Ministry of Communications' be reduced by Rs 100."

Failure to open telephone public call offices in Nautanwa Bazar, Anandnagar, Bridgeman Ganj, Lachmipur Bazar, Campier Ganj, Peppe Ganj, Paneira Bazar, Kutha Bazar, Partaval Bazar, Patil Nagar, Nichlaul, Dungroopur Bazar, Bhitanli and Mithaura Bazar in the Gorakhpur District, Uttar Pradesh.

Shri S. L. Saksena: I beg to move:

"That the demand under the head 'Ministry of Communications' be reduced by Rs 100."

Need to re-open the Telephone Public Call office at Perambalur in Tiruchi District, Madras State.

Shri Boovaraghsamy: I beg to move:

"That the demand under the head 'Ministry of Communications' be reduced by Rs 100."

Need to open a Telephone Public Call office at Jayankodam in Tiruchi District, Madras State.

Shri Boovaraghsamy: I beg to move:

"That the demand under the head 'Ministry of Communications' be reduced by Rs. 100."

Inability of the Government to give telegraphic facilities to the people even years after the schemes are sanctioned.

Shri Gadilingana Gowd: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Increase in the Registration fee.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need to appoint a Parliamentary Commission to go into the fiscal policy of the department.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need for confirmation of employees who have put in more than a year's service.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need to abolish the category of Assistant Inspector of Post Offices.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need for restoration of P.T.O. concession to the staff.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need for grant of minimum pension not less than the minimum salary recommended by the Central Pay Commission.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Slow progress in the construction of quarters for the employees.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need to step up expansion of Telephone system.

Shrimati Renu Chakravartty : I beg to move :

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need to provide telegraph facilities in every Taluk Head Quarters.

Shrimati Renu Chakravartty : I beg to move :

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Incommodious unhealthy condition of office buildings.

Shrimati Renu Chakravartty : I beg to move :

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Restoration of P.T.O. concession to the officials of the P. & T. Department.

Shri M. S. Gurupadaswamy : I beg to move :

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Restoration of reduced house rent allowance to P. & T. officials in 'C' class stations in accordance with the Gadgil Committee's recommendation.

Shri M. S. Gurupadaswamy : I beg to move :

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Grants of family allowance @ Rs. 10 per mensem per child subject to a maximum of Rs. 30 p.m. to P. & T. officials.

Shri M. S. Gurupadaswamy : I beg to move :

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Procedure prescribed for granting extension to the staff in the P. & T. Department by asking them to undergo a medical examination.

Shri M. S. Gurupadaswamy : I beg to move :

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Privision of residential accmomodation for officials drawing more than Rs. 150 in Delhi.

Shri M. S. Gurupadaswamy : I beg to move :

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Provision of lunch time to the officials working at Post Office counters.

Shri M. S. Gurupadaswamy : I beg to move :

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need to open telegraph offices in the rural areas.

Shri Boovaraghasamy : I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need to open a telegraph office at T. Palur in Tiruchi District, Madras State.

Shri Boovaraghasamy : I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need to open a telegraph office each at Thirumanur and Thirumalaivadi in Tiruchi District, Madras State.

Shri Boovaraghasamy : I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Failure to fill up appointments on the basis of population of each community.

Shri Boovaraghasamy : I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Failure to reserve different posts in service suitable to different qualifications.

Shri Boovaraghasamy : I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Failure to pay a reasonable salary to postman and village post masters.

Shri Boovaraghasmy : I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department be reduced by Rs. 100."

Provision for adequate allowances to postal employees in 'C' class stations.

Shri Vallatharas : I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need to give retrospective promotion to those who were found fit for promotion by the Committee appointed by the Government in 1949 to review cases of alleged supersesions in the Meteorological Department.

Shri A. K. Gopalan : I beg to move:

"That the demand under the head 'Meteorology' be reduced by Rs. 100."

High Price paid for aviation fuel.

Shrimati Renu Chakravartty : I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Purchase of Herons, Sky masters and other aircraft by the Indian Airlines Corporation.

Shrimati Renu Chakravartty : I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Irregularities in the matter of promotions in the Indian Airlines Corporation.

Shrimati Renu Chakravartty : I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Need for categorisation of staff strictly according to the formula agreed between employees and the management in the Indian Airlines Corporation.

Shrimati Renu Chakravartty : I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Inadequate quarters for the employees of the Indian Airlines Corporation.

Shrimati Renu Chakravartty : I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Contravention of the standing orders in the Indian Airlines Corporation.

Shrimati Renu Chakravartty : I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Need for grant of conveyance allowance and for removal of discrimination betwen airport staff and other staff in the Indina Airlines Corporation in that matter.

Shrimati Renu Chakravartty : I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Need for regularisation of working hours of the employees in the Indian Airlines Corporation.

Shrimati Renu Chakravartty : I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Need of senior engineers taking minimum of direct technical responsibility.

Shrimati Renu Chakravartty : I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Non-functioning of the Works Committee

Shrimati Renu Chakravartty : I beg move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Need for recognition of the Indian Airlines Corporation Employees' Union.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Confirmation of all class II and III staff who have put in 3 years of service.

Shri A. K. Gopalan : I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Opening of schools at Madras, Bombay, Calcutta and Delhi for Civil Aviation Department staff.

Shri A. K. Gopalan : I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Provision of accident insurance to staff employed in hazardous jobs.

Shri A. K. Gopalan : I beg to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Restoration of 20 days casual leave.

Shri A. K. Gopalan : I beg to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Extension of overtime allowance to all operational staff of Civil Aviation Department.

Shri A. K. Gopalan : I beg to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Abolition of written examination of Aerodrome operators for crossing efficiency bar.

Shri A. K. Gopalan : I beg to to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Long hours of duty for chowkidars in Civil Aviation Department.

Shri A. K. Gopalan : I beg to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Filling of all class II posts by promotion from class III staff.

Shri A. K. Gopalan : I beg to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Provision of free transport for school going children of Civil Aviation Department staff.

Shri A. K. Gopalan : I beg to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Trade Union status to Civil Aviation Department employees unoin.

Shri A. K. Gopalan : I beg to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Compensation for duty on gazetted holidays for operational staff of civil Aviation Department.

Shri A. K. Gopalan : I beg to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Revision of pay scales of technical staff of Civil Aviation Department.

Shri A. K. Gopalan : I beg to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Opening of residential schools for the children of Civil Aviation staff at Madras, Bombay, Calcutta and Delhi.

Shrimati Renu Chakravartty : I beg to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Increase in the percentage of selection posts in Aerodrome Operators Grade from 15% to 25%.

Shrimati Renu Chakravartty : I beg to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Immediate promulgation of service code and recruitment rules.

Shrimati Renu Chakravartty : I beg to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Abolition of single room tenements for class IV staff.

Shrimati Renu Chakravartty : I beg to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Grant of in-charge allowance to non-Gazetted staff holding charge of aerodrome and communication stations.

Shrimati Renu Chakravartty : I beg to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Opening of dispensaries at all major air ports.

Shrimati Renu Chakravartty : I beg to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Need for sanction of Jammu operation allowance and Assam compensatory allowance to Civil Aviation Staff stationed in those places.

Shrimati Renu Chakravartty : I beg to move :

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Provision of free transport for Civil Aviation staff in case of sickness requiring medical aid without insisting on medical certificate.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Free transport for children of staff going to school.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Immediate restoration of 20 days' casual leave.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Grant of weekly day off for all operational staff.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Provision of accommodation and facilities before opening new aerodromes.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Need for appointment of an expert committee to review the service conditions of the Civil Aviation Department employees.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Need for grant of gazetted holidays to the operating staff of Civil Aviation Department.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Need for extension of overtime allowwance to all operating staff.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Recognisation of Civil Aviation Department Employees Union as a Trade Union.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Accommodation for every member of the staff of the Civil Aviation Department at all airport.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Need for sanction of Hirakud Dam Project allowance to the staff of the Civil Aviation Department from 1-4-54 to 30-9-54.

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Mr. Deputy-Speaker: All these cut-motions are before the House.

Shri Hem Raj

श्री बी० डी० पांडे : मैं एक और बात की तरफ मंत्री महोदय का ध्यान आकर्षित करना चाहता हूं जिस का जिक्र मैं पहले नहीं कर सका...

उपाध्यक्ष महोदय : अब नहीं हो सकता आप बाद में अलहदा इस के बारे में कह सकते हैं

श्री बी० डी० पांडे : एक मिनट में मैं हैलिकौपटर्ज के बारे में.....

श्री जगजीवन राम : आपने उड़न खटोला कह दिया है, उसके मानी यही हैं।

श्री हेमराज (कांगड़ा) : उपाध्यक्ष महोदय मेरे से पहले जो दो वक्ता बोल चुके हैं, उन्होंने वही बातें कही हैं, जो मैं कहना चाहता हूं। वे भी हिमालय प्रान्त से आते हैं और मैं भी हिमालय प्रान्त से आता हूं। वे उत्तरप्रदेश के हिमालय प्रान्त से ताल्लुक रखते हैं और मैं पंजाब के हिमालय प्रान्त से ताल्लुक रखता हूं।

(श्री हेमराज)

इस में कोई शक नहीं है कि हमारा जो संचार मंत्रालय है, उसने जो अच्छा काम किया है उसके लिये वह बधाई का पात्र है और मैं उसे उसके इस शानदार काम के लिये बधाई दिये बगैर नहीं रह सकता। मैं खास तौर से उसे इसलिये भी बधाई देता हूं कि उसने पिछड़े हुए क्षेत्रों की ओर खास तौर से ध्यान दिया है। इस चीज को देख कर और भी खुशी होती है कि उसने पिछड़े हुए क्षेत्रों की ओर ध्यान देने के साथ साथ देहाती क्षेत्रों की ओर भी बहुत ज्यादा ध्यान दिया है और दे रहा है। जो विवरण इस साल का हमारे सामने प्रस्तुत किया गया है उससे पता चलता है कि जो डाकखानें १-४-५५ तक खुले थे, और जो १-१-५६ तक खुलने वाले थे या खुल चुके थे, उनकी तादाद कहां ज्यादा थी और इसमे देहातों की ओर खास तौर से ध्यान दिया गया है। लेकिन जैसा कि पांडे जी ने कहा है कि पहाडी लोगों की जो तकलीफात हैं वह बहुत ज्यादा हैं। हमारे संचार मंत्री जी एक बार कुल्लू तशरीफ लाये थे और उस वक्त उनको मैंने अपना पहाड़ी इलाका दिखाया था। पहाड़ी क्षेत्रों की जो तकलीफात हैं उनसे मैंने उनको परिचित कराया था। मैं यहां पर आपको एक पहाड़ी लोकोक्ति सुनाना चाहता हूं जो कि इस प्रकार है :

इक नालू दो क्वालू।

दो चढ़ाइयां होती हैं और एक नाला होता है। यानी अगर आपने मैदान में सफर करना हो तो वहां आप दिन में १० मील जा सकते हैं लेकिन पहाड़ी इलाकों में आप दो चार मील ही चल सकते हैं। इस वास्ते जो हमारी तकलीफात हैं मैं चाहता हूं आप उनकी तरफ खास तौर पर ध्यान दें।

जो हमारे यहां आप एक्सट्रा ब्रांचेज (अतिरिक्त शाखायें) खोल रहे हैं उसमें आपने तीन या चार मील का रकबा (क्षेत्रफल) रखा है और एक आदमी मुश्किल से इस रकबे में चक्कर लगा पाता है। इस वास्ते जो चिट्ठियां होती हैं उनको चाहे आप दुकानदारों की मार्फत भेजें, चाहे आप स्कूल टीचर्ज की मार्फत भेजें, लोगों को पहुंचती नहीं है या देर से पहुंचती हैं। जो स्कूल टीचर होता है वह तो बच्चों के हाथ जो उसके पास पढ़ने आते हैं, भेज देता है और जो दुकानदार होता है वह जो उसके पास सौदा लेने आते हैं उनके हाथ भेजता है। यह चिट्ठियां पहुंचती नहीं हैं और अगर पहुंचती भी हैं तो वक्त पर नहीं मिलतीं। आपने एक सिस्टम डिलिवरी एजेंटों (वितरण अभिकर्त्ताओं) का रखा है। मालवीय जी ने अभी कहा कि वह काम पंचायतों के सुपुर्द कर दिया जाये। लेकिन मैं आपको बतलाना चाहता हूं कि अगर पंचायत को आप कुछ पैसा देंगे तो ही वह इस काम के लिये तैयार होगी। इस वास्ते आपने जो डिलिवरी एजेंटों का सिस्टम (प्रणाली) शुरू किया है इसके जरिये चिट्ठियां पहुंचाई जा सकती हैं। लेकिन जैसा कि जोशी जी ने कहा है हमें देखना यह चाहिये कि उस इलाके की हालत क्या है, टोपोग्राफी (स्थानवृत) कैसी है। अगर वह इलाका ऐसा है जो कि प्लेंस (मैदानों) की तरह से नहीं हैं और वहां पर आसानी से चिट्ठियां नहीं पहुंच सकती हैं तो आपको ज्यादा से ज्यादा डिलिवरी जोंस (क्षेत्र) बढ़ाने चाहिये।

इसके बाद मैं यह कहना चाहता हूं कि आपके महकमे के ऊपर बहुत सारी जिम्मेदारीयां है और यही एक महकमा ऐसा है जो देहातों तक पहुंच पाता है। यही एक महकामा है जो छोटी से छोटी चीज देहातों तक पहुंचाता है। इसी महकमे के जरिये से खादी हुंडियों की और नैशनल प्लान सर्टिफिकेट की बिक्री भी होती है। लेकिन एक बात जो इस सिलसिले में देखने को मिली है वह यह है कि जो खादी हुंडियां हैं उनका प्रचार देहातों में नहीं किया गया है और कोई खरीदने के लिये वहां आता नहीं है। हम ने पहले इन हुंडियों को देहातों में बेचने की कोशिश की थी और हम इनको बेचने में सफल भी हो गये थे। लेकिन जिस वक्त से यह डाकखानों में गई हैं और वहां पर इनके बेचने का प्रबन्ध किया गया है, यह बहुत कम बिक पा रही हैं। अगर आप देखें तो आपको मालूम होगा कि १९५४ में हमने जितनी खादी हुंडियां बेची थीं और उसके मुकाबले में आपने अपने डाकखानों की मार्फत १९५५ में जितनी बेची हैं, उसमें कितना अन्तर है।

श्री जगजीवन राम : आप इनका प्रचार करें।

श्री हेमराज : हम करते ही हैं।

इसके साथ ही साथ जो ५१० रुपये के नैशनल प्लान सर्टिफिकेट्स हैं वह भी आपके डाकखानों की मार्फत बेचे जाते हैं। उनका प्रचार करने की भी अभी काफी से ज्यादा आवश्यकता है। हमारे सूचना और प्रसारण मंत्री महोदय भी बैठे हैं और मुझे आशा है वह भी आपको इस काम में सहायता देंगे ताकि गवर्नमेंट की जो इन सर्टिफिकेट्स को बेचने की स्कीम है वह कामयाब हो सके।

इसके बाद मुझे एक बात यह कहनी है कि हमारे रेलवे मंत्रालय ने अपने कर्मचारियों के लिये खादी खरीदने का जो फैसला किया है वह बहुत ही सराहनीय है। मैं समझता हूं कि हमारे जो संचार मंत्री हैं वह भी रेल मंत्री से पीछे नहीं रहेंगे और अपने कर्मचारियों के लिये खादी खरीद करेंगे। संचार मंत्रालय के यह जो दो महानुभाव बैठे हुए हैं यह दोनों ही पक्के गांधी भक्त हैं और मैं आशा करता हूं वह इस ओर ज्यादा ध्यान देंगे।

आपके जो एक्सट्रा डिपार्टमेंटल पोस्ट आफिसिस (अतिरिक्त विभागीय डाकघर) हैं उनके लिये आप जो डिलिवरी एजेंट्स लेते हैं वह आम तौर पर आप मिडिल पास या मैट्रिक पास लेते हैं। आपने जो एलाउंस (भत्ता) उनके लिये रखा है वह बहुत ही कम रखा है। मैंने देखा है कि जो डिलिवरी एजेंट होता है वह सारा दिन घुमता फिरता रहता है और अपना कोई दूसरा काम नहीं कर सकता है। यह चीज मैंने खास तौर पर पहाड़ों पर देखी है। उनको आप २० रुपये सबसिस्टेंस एलाउंस (निर्वाह भत्ता) के तौर पर देते हैं। यह बहुत कम हैं और मैं माननीय मंत्री जी का ध्यान इस ओर आकर्षित करना चाहता हूं और चाहूंगा कि वह उनके एलाउंस को बढ़ायें।

हमारा जो कांगड़ा प्राविंशल (प्रान्तीय) डिविजन है उसके बारे में मैं थोड़ा सा कहना चाहता हूं। उसमें आपने ऐसे कर्मचारी रखे हैं जोकि काश्मीरी हैं। हो सकता है कि काश्मीरी दूसरे डिविजन में भी हो। उनकी एक खास शिकायत है जिस की ओर मैं आपका ध्यान दिलाना चाहता हूं। जब कभी कोई वेकेंसी (रिक्त स्थान) जम्मू में या श्रीनगर में निकलती है उस वक्त भी उनको वहां पर भेजा नहीं जाता है। यह बहुत थोड़ी थोड़ी तनख्वाहों वाले लोग हैं और इनका गुजारा अपने घरों से बाहर आ कर बड़ी मुश्किल से होता है। होशियारपुर डिविजन में भी यह लोग काम करते हैं। उनपर यह बन्दिश लगा दी गई है कि वे जम्मू और काश्मीर डिविजन में नहीं लगाये जा सकते। उनके जो बाल बच्चे होते हैं वे तो काश्मीर में ही रहते हैं लेकिन वे खुद यहां पर आकर नौकरी करते हैं। उनको जब कभी भी अपने घर जाने की जरूरत पड़ती तो उनको छुट्टी भी नहीं दी जाती है। मुझे कुछ ऐसी शिकायतें मिली हैं जिन में कि कहा गया है कि उनको कई मर्तबा एप्लाई (आवेदन) करने पर भी छुट्टी नहीं दी गई। अगर उनको साल में दो बार भी अपने घर जाने की जरूरत पड़ जाये तो वे हमेशा के लिये कर्जे के नीचे दब जाते हैं। इसलिये मैं यह अर्ज करना चाहता हूं कि अगर आपकी आम तौर पर यह पालिसी (नीति) हो कि जो कर्मचारी संचार विभाग में लगे हुए हैं उनको जम्मू और काश्मीर न भेजा जाये, तो कम से कम उनके लिये इतना तो किया जाये कि उनको जम्मू भेज दिया जाये और जब कभी वहां वेकेंसीज़ निकलें तो उनको वहां जाने का चांस (मौक़ा) दिया जाये।

एक बात मैं अपनी कांस्टीट्यूएंसी (निर्वाचन क्षेत्र) के दो इलाकों के बारे में कहना चाहता हूं। पांडे जी ने जो अपने यहां के इलाके की हालत बयान की है, मेरे यहां से इस लाहौल स्पित्ती के इलाके की हालत उससे भी खराब है। पांडे जी ने जिस इलाके का जिक्र किया है उसमें आदमी साल भर आ जा तो सकता है लेकिन मेरे यहां के इस इलाके में छः से आठ महीने तक आना जाना रुक जाता है क्योंकि वहां जाने वाला पास बर्फ से ढक जाता है और रास्ता बन्द हो जाता है और स्पित्ती के इलाके की सारी डाक और मनीआर्डर वगैरह मनाली के डाकखाने में आठ महीने तक पड़े रहते हैं। यह चीज संचार मंत्री महोदय खुद देख आये हैं। वहां पर साल भर तक डाक पहुंचने की एक सूरत हो सकती है। वहां की एडवाइजरी काउंसिल (मन्त्रणा परिषद) के जो मेम्बर आये थे उन्होंने बतलाया था कि अगर रामपुर बुशहर की तरफ से हो कर यानी अम्बाला पोस्टल डिवीजन में हो कर वहां डाक भेजने का प्रबन्ध किया जाये तो साल भर तक वहां डाक पहुंच सकती है। मैं समझता हूं कि इस पर मंत्री महोदय विचार करेंगे ताकि उस इलाके में सारे साल डाक भेजी जा सके।

[SHRIMATI RENU CHAKRAVARTY *in the Chair*]

इसके बाद मैं एक बात कोठीकोड़ और सवार के इलाके के बारे में कहना चाहता हूं। उस इलाके में गांवों की आबादी इतनी कम है कि वहां आपके कायदे के मुताबिक डाकखाने खुल ही नहीं सकते। आप चाहे दो हजार से घटाकर एक हजार या पांच सौ की तादाद भी कर दें तो भी वहां डाकखाने नहीं खुल सकते। लेकिन आज यह जरूरत है कि हर एक आदमी बाहर के हालात से भिज्ञ हो। ऐसी हालत में आपको अपने रूल (नियम) को ढीला करना होगा ताकि उस इलाके के लोक भी इस विभाग की सेवाओं से फायदा उठा सकें।

(श्री हेमराज)

जिस समय हमारे मंत्री महोदय कुल्लू तशरीफ ले गये थे तो उन्होंने देखा था कि वहां पर कम्यूनिकेशन्स (संचार साधन) की बहुत बुरी हालत है। जिस वक्त वहां बारिश हो जाती है तो आना जाना रुक जाता है। जिस वक्त मंत्री जी वापस आ रहे थे उस वक्त थोड़ा छींटा ही हुआ था, लेकिन उनकी मोटर आगे नहीं जा सकी और उनको मंडी में ही रुकना पड़ा। वहां हालत यह है कि अगर जोर की बारिश हो जाती है तो सड़कें टूट जाती हैं और आदमी कुल्लू घाटी में रह जाता है, बाहर नहीं जा सकता। चूनांचे हमारे कमीशन (योजना आयोग) के मेम्बर श्री नियोगी जी को वहां बारिश की वजह से १५ दिन रुकना पड़ा था। हमने उस वक्त एक रिप्रेजेंटेशन (अभ्यावेदन) किया था कि कुल्लू घाटी के लिये एक एअर स्ट्रिप बनाया जाये और वहां एयर सर्विस जारी की जाये। लेकिन मुझे पता चला है कि वहां पर एअर स्ट्रिप बनाने की जो तजवीज थी वह रद्द की जा रही है। इससे पहले दो मर्तबा हमारे प्रधान मंत्री महोदय उस एअर स्ट्रिप (विमान उतरने की पट्टी) पर उतर चुके हैं। अब समझ में नहीं आता कि कौन सा विघ्न पड़ गया कि उस प्लान को छोड़ा जा रहा है। अगर वहां बड़े प्लेन (विमान) नहीं उतर सकते तो वहां छोटे प्लेन से ही उतरने का इन्तिजाम किया जाय। कुल्लू घाटी को हिन्दुस्तान का स्विटजरलैंड कहा जा सकता है लेकिन उसका डेवेलपमेंट (विकास) बहुत कम हुआ है। आपने काश्मीर का तो काफी से ज्यादा डेवेलपमेंट किया है लेकिन इधर ध्यान नहीं दिया है। इसका नतीजा यह है कि जो शख्स (व्यक्ति) एक बार वहां जाता है वह दूसरी बार जाने का नाम नहीं लेता क्योंकि वहां पर आने जाने का साधन बहुत खराब है। इस लिये मेरी मंत्री जी से प्रार्थना है कि वे अपने सिविल एवियेशन डिपार्टमेंट (असैनिक उड्डयन विभाग) को यह कहें कि अगर वहां जहाज नहीं उतर सकते तो कम से कम छोटे जहाजों के उतरने का वहां प्रबन्ध जरूर होना चाहिये।

एक बात की तरफ मैं आपकी तवज्जह दिलाना चाहता हूं। उसके बारे में मैंने यह सदन में प्रश्न भी किया था और मंत्री महोदय ने उत्तर दिया था कि उस पर गौर होगा। आपके जिला कांगड़ा में ऐसी जगहों पर जैसे कि पालमपुर है, धरमशाला है, जोगिन्दरनगर है, वहां कम्पेन्सेटरी एलाउंस (प्रतिकर भत्ता) अपने विभाग के कर्मचारियों को दिया है लेकिन जो जगहें इनके दरम्यान में आती हैं जैसे वैजनाथ है, या पिपरौला है, और बहुत सी जगहें हैं, जहां के एम्पलाईज (कर्मचारियों) को आप कम्पेन्सेटरी एलाउंस नहीं देते हैं। मैं नहीं समझ सकता कि आप एक ही क्लास (श्रेणी) के कर्मचारियों के साथ दो तरह का सलूक क्यों करते हैं। अगर आप उन जगहों की हाइट्स (ऊंचाई) को देखें तो आपको मालूम होगा कि उनमें सौ या ५० फीट का फर्क है। वह सारा इलाका बर्फ के इलाके से लगा हुआ है। आप मौसम के लिहाज से देखें, महंगाई के लिहाज से देखें किसी लिहाज से देखें तो आप पायेंगे कि उन सब लोगों का जीवन स्तर एक सा है। लेकिन आप कुछ जगहों पर कम्पेन्सेटरी एलाउंस देते हैं और दूसरी जगहों पर नहीं देते। मैं समझता हूं कि यह वाजिब होगा कि जो संचार विभाग के कर्मचारी दूसरी वैसी ही जगहों पर काम करते हैं उनको कम्पेन्सेटरी एलाउंस मिलना चाहिये।

एक और बात की तरफ मैं आपका ध्यान दिलाना चाहता हूं। वह यह है कि आपके बजट में हर साल स्टाफ क्वार्टर्स के लिये रुपया मंजूर किया जाता है। लेकिन आपकी सेंट्रल पी डबल्यू० डी० उस काम को वक्त के अन्दर पूरा नहीं कर पाता है और वह रुपया एक साल से दूसरे साल को चला जाता है। मैं समझता हूं कि अच्छा हो कि आप अपने विभाग के लिये इस काम को करने के वास्ते कोई अलग डिपार्टमेन्ट क्रियेट (विभाग बनायें) कर लें ताकि जिस काम के लिये बजट में रुपया मंजूर होता है उसको वहां पूरा कर सकें। अगर ऐसा नहीं कर सकते तो आप सेंट्रल पी० डबल्यू० डी० विभाग को ज्यादा उत्तेजन दें ताकि वह विभाग उस काम को वक्त के अन्दर पूरा कर सके।

इन शब्दों के साथ मैं संचार मंत्रालय के काम की सराहना करता हूं और दोनों मंत्री महोदय को मुबारकबाद देता हूं कि उन्होंने इतना अच्छा काम किया है और इस मंत्रालय के काम को इतना आगे बढ़ाया है।

Shri Raj Bahadur: Madam Chairman, I must, to begin with, express my deep sense of gratitude to the hon. Members who have encouraged and appreciated the working of the 262,000 workers of the P. & T. Department. I propose to confine my remarks to the P. & T. Department and to the observations that have been made by several hon. Members in respect of this Department. It is a happy

thing that barring one hon. Member who takes pride in coming from the State to which I have the honour to belong, all others have showered encomiums on the services of and the devotion to duty that has been displayed by these workers of the P. & T. Department. I would like to assure him and the House that this is what they have done so far and they will do better in future. I want, in the limited time that I have at my disposal to refer to the remarks and observations that have been made about the P. & T.

To begin with my worthy friend, Shri Thomas took up the point, why the rates for registration and telegrams have been increased. I would only give him my justification from certain statistics that I have in my possession. So far as the three wings of the Department are concerned, the Posts, the Telegraphs and the Telephones, barring the Telephones, both Posts and Telegraphs have been losing and losing continuously from year to year and we had to take note of that. The loss in 1954-55 on the Postal side was Rs. 23 lakhs. In the budget estimates for 1955-56 it was Rs. 91 lakhs; the revised estimates brought it down to Rs. 49 lakhs. In this year's budget estimates the loss has been estimated at Rs. 104 lakhs. In this year's telegraphs side, it was Rs. 55 lakhs in 1954-55, Rs. 131 lakhs in the budget estimates of 1955-56, Rs. 82 lakhs in the revised estimates of 1955-56, and Rs. 119 lakhs in the budget estimates of 1956-57. It is obvious therefore that in order that all the expansion programmes that we have embarked upon goes on smoothly, we should see that the department, which has been running on the basis of a commercial *cum* public utility department, should be made to pay its own way as far as possible. I am afraid I cannot agree in this respect with the hon. Member, opposite—Madam, I am afraid it happens to be yourself, with regard to the fiscal policy for the department which you placed before the House. If that policy has to be taken and accepted, what will be the result? Instead of indirect taxation, we shall have to resort to direct taxation, because if once we concede that all the losses that are incurred by the P. & T. Department have to be paid from the General Revenues as suggested by you while speaking from that side, it would be obvious that they shall have to be paid by the common tax-payer directly, and that means that we shall have to provide P. & T. facilities not by the present means, but by means of direct taxation. I would submit that it was after a good deal of deliberation and consideration that this was decided by this House and also the House that preceded it, namely that this Department should function on the basis of a commercial *cum* public utility department. So far as the change in rates is concerned, I would say about the telegrams first. Before 1-4-1950 the rates for ordinary telegrams were nine annas for the first eight words and one anna for every additional word. It was only with effect from 1-4-1950 that the rate was reduced to eight annas for the first eight words or less including address, plus one anna for every additional word for ordinary telegrams and Re. 1 for the first eight words or less including address, plus two annas for every additional word for express telegrams. It was with effect from 1-4-1950 that this was done. Before 1-4-1950 the rates were what we have proposed now. Keeping in view the expansion that has taken place, keeping in view the need for further expansion and improvement of the services, keeping in view the needs of the staff, equipment, machinery, lines and everything, it is obvious that we should try and find out ways and means so far as the finances are concerned for meeting the growing needs of the Department.

In regard to telegrams again, I may say that we compare very favourably even with our neighbouring countries. In Pakistan the rate for a telegram of eight words is 14 annas; in the U.K. it is three shillings for 12 words. I accept that comparisons are odious, but we can take a cue from other countries also and fashion out our scheme of things in accordance with the needs that confront us.

Similarly for registration, it is obvious that we cannot levy any higher charge on the post-cards or money orders; it is the registration also apart from other articles, which gives us a very big loss and so it is on registration that he should try to mitigate or minimise the loss. The loss per article on registration, as is well known, will be seen from the fact that the cost of handling a single registered article in India is 12 annas 11·3 pies. Against that we have been charging only 6 annas so far and we now propose to increase it to 8 annas. Even after increasing the rate from 6 annas to 8 annas, the margin of loss will still be there, and that will be as much as 4 annas 11:3 pies So, it amply justifies the increases of the rates in respect of these two items. Further it does not affect the common man

[Shri Raj Bahadur]

so much, because the facility of registration is mostly used by the traders and businessmen. It is not that we are putting any burden on the shoulders of the weak, but the burden of the proposed increase in the rate of registration will fall on the shoulders of those who can easily bear it.

Another point made by my friend, Shri Thomas, was about the P. L. I. He said that adverse criticisms have been made in regard to its working during the course of the General Debate on the Budget. I would only quote him two figures in regard to the number of policies issued together with the value of the policies during these particular years. In 1950-51, the number of policies issued was 7,461 in 1951-52 8,363 in 1953-54 13,559 and in 1954-55 15,672. So, the business has been more than doubled in the course of four or five years, so far as the number of policies is concerned. Perhaps more can be made out from the value of the policies that have been issued. The value of policies issued in 1950-51 was Rs. 1,96,45,534, and the value of those issued in 1954-55 was Rs. 4,07,03,200.

It will be seen that so far as the working and functioning of the P.L.I. is concerned, on the basis of the business transacted it is running satisfactorily. I do not, however, mean to say that it is a perfect organisation. For that purpose, to make it as perfect as possible, we have taken certain steps; we have decentralised a large part of the work, which is now given to the Circles. By this process of decentralisation and other steps that we have taken, whatever deficiencies or shortcomings that may have been experienced or noticed in the functioning of the P.L.I., will be eliminated or at least minimised shortly or in course of time.

The third point raised by Shri Thomas is about the Gadgil Committee recommendations in regard to the salaries of staff. I can tell him that the large number of workers are not affected adversely by the acceptance of the recommendations.

Shri A. M. Thomas: I referred to only certain anomalies.

Shri Raj Bahadur: I would say that only those employees of the Department getting a salary between the range of Rs. 74 and Rs. 102 are affected adversely. And the hon. Member knows that we are already considering how to minimise this loss or what decision to take in this behalf. The matter is under the consideration of the Government and I hope a decision will be taken very soon.

So far as other observations made by you, Madam, are concerned, in regard to the inadequacy of the staff, which you maintained was short by as much as 25 per cent. in certain cases. I will only give you certain figures to show how the staff have increased in their number from the dawn of our Independence to date. In undivided India, the total number of workers on 14-8-1947 was 1,72,486; in divided India, that is, our own India, the total number of workers in the P. &. T. on 31-3-48 was 1,53,062, and now it is 2,62,999. As many as 1,09,000 workers have been added to the strength of the staff of the P. & T. Department during the course of these seven years. I have given you the figures uptil the period ending on 31-3-1955. So it will be seen that the staff strength has near about doubled. The expansion of the Department has gone to the extent of doubling the number of post offices and enormously increasing the number of telegraph offices. But at the same time, the number of staff also has correspondingly increased. Whatever could be done to overcome the difficulties that confronted us in the matter of recruitment, in the matter of training, in the matter of putting qualified people on suitable jobs, we have done. It is not that we suffer from any lack of desire or lack of will to eliminate, minimise or mitigate the complaints about the shortage of staff; but it is because of certain difficulties and handicaps inherent in the situation that we may not have been able to go up to the required limit in certain cases. We have taken measures and deliberate steps to overcome these difficulties. So we are at that. A new method of recruitment is now being tried to cut down delays that occur in the matter of recruitment. That was why we did away with the cumbersome process of examination conducted previously when in certain centres, as many as 30,000 candidates were found to be appearing for posts numbering 200—500. Now, it is done on the basis of marks obtained by the candidates in geography, Hindi, arithmetic and English. We select candidates and send them for training. Of course certain formalities have to be gone through in regard to character and antecedents; these have to be verified. We will try to eliminate or minimise the delays.

Shri U. M. Trivedi: What are the antecedents of a young boy?

Shri Raj Bahadur: My hon. friend and I, both have seen younger days and we can realise.

Shri U. M. Trivedi: Are they political antecedents? (*Interruptions*)

Shri Raj Bahadur: There was another point, made by Shri Thomas and you, Madam Chairman, that a large number of the staff are temporary. I have got authentic figures here with me. Out of a total staff of 2,62,993, the permanent staff comes to about 1,88,161 and temporary, 74,832. This includes 1,177 officers and 70,114 extra-departmental staff. If we deduct this figure then the remaining figure will not be large. Whatever temporary staff is still here, we are taking steps to see that they are confirmed as early as possible and whatever point has been made by you will be respectfully borne in mind. Then there is the question of extra-departmental staff. It is an institution by itself. As the Minister put it very rightly and pointedly, if you want expansion of the department to the rural areas where the work of the post offices will be for one hour or so only, shall we employ wholetime agents?

An Hon. Member: No.

Shri Raj Bahadur: Therefore, we have got to employ part-time people. But at the same time, an assurance was given by the Minister. We are looking into that question as to how the working conditions of the E.D. Staff could be bettered; but that is a matter for separate consideration.

A point was made by you, Madam, that there were no avenues of promotion. This is the one department, where not only in theory but in practice, an employee who enters as a clerk can reach up to DG's post. In this department one can by passing the departmental examination become an inspector, from an Inspector he can rise to the post of a superintendent class II, then class I and then later on PMG and then DG. So avenues or promotion are there. But it is obvious that the number of clerks is much more than the number of supervisory higher posts. We have got about 700 posts of inspectors all over the country. It is a limited field. Necessarily, supervisory posts will always be limited and smaller in number compared to the posts in the lower rungs of the ladder.

I come to the khadi uniforms. We have had only one year's experience in this new experiment and we have got an open mind. The basis on which we have introduced these uniforms are well-known and I need not go into the whole history. I will only say that the Khadi Board is alive to our needs and will produce durable khadi at cheaper cost. With the advent of the *ambar charkha*, this difficulty will, we are confident, be solved in course of time. But if it so transpires and we come to the conclusion that the number of uniforms is not enough, we will look into that matter also. Now, I think four uniforms are given in every two years. In the light of our experience an upward revision can be made. But, as I said it can only be done if it is justified. It is only one year since this experiment has begun.

I will also say one word about the delays in the supply of uniforms. I have examined how cloth has been supplied during the last few years. I am happy to tell you that the Khadi Board has supplied khadi cloth much quicker than the textile mills. In those days it took eight months and so on where as for the next year's uniform, more than fifty per cent. of the cloth has already been delivered by this time. Thirteen lakhs yards of khadi were required for uniforms and five lakhs have already been supplied and the seven lakhs yards are lying with the inspectorate of the DG(SD). About 70,000 yds. of cloth for uniforms has to be manufactured and we hope in a month's time they will complete their supply. There will be no delay. Last year's delay has been diminished this year and it will further be reduced and done away with in the course of the next year.

We have also adopted another devise by which we want to be sure that there will be no delays in the supply of uniforms. We have asked the various postal circles to indent directly with the DG (SD) for the requirements of khadi cloth for their uniforms, eighteen months in advance. For the supplies to be made in 1958, they will have to give their indents by the 1st October 1956. That will give twelve months time to the khadi board for the supply of cloth and six months' time for stitching etc., also. Formerly stitching was done at the circle level. It is now entrusted to the divisional level and I trust that these steps by us will reduce delays in the supply of uniforms—I say, traditional delays. I am anxious about it. We have done as much as possible to eliminate the delay.

[Shri Raj Bahadur]

About improving the durability of khadi, we can have no better guarantor than the All India Khadi and Village Industries Board itself.

There was a reference to the lack of co-ordination between the Railways and the RMS. It has been our past experience and you, Madam Chairman, rightly observed that certain difficulties have existed in the matter of improvement of RMS office accommodation and quarters for the staff. We have not been able to achieve that amount of progress which we would have liked in the matter of putting up new offices or expansion of old ones and quarters for the RMS staff. Liaison is there. Officers at their own levels deal with certain things. But, as you know, Madam, the Railway Administration also has got its handfull with its own requirements and they are expanding like anything. When it is a question of one department against another, one looks first to one's own department's needs first. It is only in the second place that the other department comes. I am not denying that. At the same time, I may say that they have not been unmindful of our requirements; and we may feel somewhat satisfied at the progress which we have made even in this direction.

My honoured sister, Shrimati Manibeen Patel complained about the delay in the delivery of letters. She said Postmen in Bombay dropped bunches of letters in *chawls*. I would only request her that such instances, if they come to her notice, may kindly be communicated to us. Unless we know our faults we, will not be able to eradicate them. We would like to know from you our faults so that we may improve the service.

She also said that on certain letters only one stamp mark was there—the stamp of the office of origin and not that of the office of destination. That envelope was given to me by her yesterday and I am looking into it. But I may say that there could be no guarantee against this. Crores of letters are handled every day. It is a sight to see if one goes and sees the working of the RMS office, for instance, in Delhi. The whole mail of the day is accumulated in the evening and you will see how the task of sorting and all that is done and how much pressure and strain it put on the workers. They, I think deserve our entire sympathy. They have to sort out thousands of letters. My friend Shri U. M. Trivedi pointed out that a letter addressed to Jaipur was sent to DLO Lahore. There was some scribbling, striking of words and cutting on the wrapper but I will go into that matter also. But as I said, when we deal with such a large volume of traffic such mistakes are bound to occur and I will only crave your indulgence on behalf of the workers of the Post and Telegraphs Department for such mistakes.

Shri A. K. Gopalan: It is not only that. I have also another thing to point out to the Minister. Even in the case of Express Delivery letters the stamp of the place from where it is posted is not there because it is bound to be late. There is opening of such letters, in some cases at least as far as we are concerned, and therefore they are late. It is not in the case of one letter only but in several letters. It is very clearly seen nowadays that the letters are opened.

Shri U. M. Trivedi: And the Minister is going to tell us under what law it is being done.

Shri A. K. Gopalan: The letters come to us after two or three days. Even in the case of Express Delivery letters this is the position. I just want to point out that it is not only on one occasion but in several cases it is done. Express Delivery letters are also being delayed. This position must be examined. We do not mind our letters being opened—they will always be opened—but we do not want that there should be delay.

Shri Raj Bahadur: I will surely take note of the observations made by Shri Gopalan who has always been so appreciative of and considerate towards the difficulties of the workers. I will tell them that Shri Gopalan himself feels these troubles.

Mr. Chairman: He is talking about the police.

Shri A. K. Gopalan: It is not the postal workers at all.

Shri Raj Bahadur: Anyway we shall look into the matter.

We are now trying another experiment. So far the Express Delivery letters are delivered by the telegraph messengers. In certain big cities we have given over this work again to the post office. The results so far obtained appear to be satisfactory. In case they appear to be satisfactory we shall try to extend this system to other cities also. Obviously this system entails lot of extra expenditure which would not be there in case the work was continued to be done by the telegraph messengers.

Now, about the question of upkeep of post office buildings to which my hon. sister Shrimati Maniben Patel referred. I will take note of her suggestions. We welcome her sagely and elderly advice and we will accept it.

Then reference was made to the employment of sons and relations of P. & T. employees. I am sorry the constitutional guarantees given to the people of India stand in the way. We have given the Constitution unto ourselves and therein provided that there will be no discrimination in the matter of employment in Government services because of caste, community, creed, sex, place of birth or descent. If a Raja's son cannot be a Raja, if a Collector's son cannot be a Collector, a postman's son cannot be a postman as a matter of right.

श्रीमती मनिबेन पटेल : मैंने यह कहा था कि अगर उनके लडके उसी तरह से क्वालिफाइड (अर्ह) हों तो उन को प्रेफरस (वरियता) मिलनी चाहिए ।

Shri Raj Bahadur: That is always there. I can assure that qualifications will be judged, merit will be judged on marks not given by departmental officers but by universities and boards. Apart from that they have got one facility. If they had anything to do with the Postal Department, if they have got any background whatever, namely 3 or 4 days' work in a temporary capacity, then extra 15 marks are given to them. This advantage mostly goes to the sons and relations of the employees of the Postal Department. To that extent alone we have been able to relax the conditions. I do not think this relaxation is such that goes against the Constitution; otherwise if we do anything else it will be going against the Constitution. We have taken note of the point and 15 extra marks are given to such people who have some knowledge or some association with an office of the Posts and Telegraphs Department. That is an advantage for them.

Then I come to the question of delays in trunk calls and cross-talks on telephones. I would only submit that these delays in trunk calls have been cut down appreciably. But even now delays persist. They persist in respect of trunk calls which go to small towns or where they are built-up calls. Supposing I put a direct call to Bombay I may quite easily get it, but if it is put through to Ratnagiri via Bombay then there will be some delay.

An Hon. Member: What about Kanpur?

Shri Raj Bahadur: I think so far as Kanpur is concerned it will soon forget its delays because our expansion programme covers it very appreciably.

श्रीमती मनिबेन पटेल : मैंने आपको बतलाया था कि बम्बई के लिये ट्रन्क काल लेने में मुझे पूरे ६ घन्टें लगें ।

श्री राज बहादुर : बम्बई कि सर्वीस ट्रंक काल की और टेलीफोन की मैं समझता हूं काफी अच्छी सर्विसों में से एक है। श्री त्रिवेदी ने कहा था कि बम्बई के स्टाफ को यहां भेज दिया जाये और यहां के स्टाफ को वहां भेज दिया जाय ।

श्री भक्त दर्शन (जिला गढ़वाल पूर्व व जिला मुरादाबाद उत्तर-पूर्व) : ताकि बम्बई में भी बिगड़ जाये !

Shri Raj Bahadur: I should like to say that so far as the telephone service is concerned it depends upon the number of channels or the number of circuits you have got. After all you cannot put 16 cars on a road which is made to hold only 3 cars at a time. What has happened is that the traffic has increased enormously. It has not only doubled but it has become three-fold and four-fold. So it is just like putting so many cars on the same small road. That is the whole difficulty. There is bound to be jamming of traffic. We have got to consider all that apart from the difficulty in putting through built-up calls, as they are called, or transit calls. That is how it stands.

Then I would say a few words about what Pandit C. N. Malviya said. He said about censorship, that it was foolishly done. I do not know whether it is foolishly done or wisely done. But, we have got the Censorship Act. It is not for the nationals of this country, may be it is for so many obvious reasons. There may be so many fifth columnists people who come to this country. I will not go into that question but I will only say that so far as this thing is concerned we should take note of the fact....

Shri U. M. Trivedi: Censorship Act of what year?

Shri Raj Bahadur: I do not know of what year, but I know,—and the hon. Member also knows,—that the Indian Post Office Act, perhaps Section 26 also gives certain powers to the Government.

Pandit C. N. Malviya: I did not object to censorship but I object to the way in which censoring is done.

Shri U. M. Trivedi: You cannot censor also.

Shri Raj Bahadur: I have taken note of that and whatever difficulty have been experienced should be done away with.

Then Shri Gurupadaswamy dealt with the question of a second Pay Commission. I would not like to add anything more to what was said last year. The Finance Minister has also already given a reply to that.

Then he referred to the abridgement of civil liberties of P. & T. workers. He also said that they are not allowed to take part in elections, and that if they are elected as office bearers or trade unions and other committees they are victimised by transfers and so on. So far as this victimisation of office bearers by transfer is concerned I should like to say that it is a rule that if any employee has been elected as an office bearer he should not be transferred for one year. About participation in elections we have got to make up our minds once for all and ever, whether we would like politics to be instilled into the ranks of our Government servants and Government services which constitute the backbone of the country. I maintain that they must be kept free from all political virus. If political cells are created in the ranks of the Government services it would be a bad day for democracy. Then it will not be democracy; it will soon degenerate into dictatorship because any party in power which happens to take the help of Government servants or people in Government service, to run the party or maintain its hold on the country will use the power of the State in any way it likes. So by that we will not be making things smooth or congenial for democracy.

Shri Sarangadhar Das: May I know whether in the last election the decision given was that inasmuch as these extra-departmental employees are not full-time Government servants they are not what are usually known as Government servants, they are only partly so and therefore they can do other works, political or otherwise.

Shri Raj Bahadur: That point is still under consideration of the Ministry of Home Affairs. Of course, they are governed by certain rules. We have got to take a decision whether they are whole-time Government employees or not. Actually they are not whole-time Government employees and they are only some allowance-holders. Even so they are governed by certain rules applicable to other Government servants. That point came up in certain Panchayat election and in certain cases they were allowed—only these extra-departmental people and not the regular departmental employees to contest elections. Here we are concerned with the departmental employees and not extra-departmental people. There question is different and stands on a different footing.

Shri A. M. Thomas: In the Representation of the People (Amendment) Bill these people will be exempted.

Shri Raj Bahadur: Now I must advert to the observations by Shrimati Ila Palchoudhury. In a very sweet and persuasive speech she said about the bad plight of the postal buildings particularly those in district and mofussil towns. I can only say that we have tried our utmost to look after the question of our buildings. We have taken steps to step up the construction programme also. I am glad to say now here that in consultation with the Ministry of Works, Housing and Supply, we have now come to an arrangement by which separate engineering divisions will be created for carrying out all the work of the Communications Ministry. A separate Additional Chief Engineer will be looking after our works in the place of three chief engineers who were so far looking after the work. We have taken this step, keeping in view the suggestion that were made last year also from every side of this House. I think it was particularly the suggestion of Shri Bhakt Darshan—I remember that—who said that we should have a separate section for the engineering works in our own Ministry. Now we have this arrangement, by which we shall have separate Executive Engineers' divisions for the construction works of P. & T., Aviation, Meteorological and O.C.S. all together under the Communications Division. This I hope will meet the wishes of the House and will also satisfy the oft-repeated demands of the Post and Telegraph workers too.

Shrimati Ila Palchoudhury referred to the case of police excesses in Ernakulam in a particular case. This case was brought to my notice during my visit to Ernakulam by Shri A. M. Thomas also. I can only say that theft of copper wire has been of frequent occurrence. If somebody has been arrested, the arms of law can go only up to a limit which is

laid down by the law. If there are any excesses, that has got to be taken note of, and we can come to the rescue of any victimised worker. But then the question remains whether excess has been resorted to or not, and that has to be proved. Further, what is the forum for that? The forum will not be the Ministry of Communications. We can of course see that the police does not apprehend any innocent worker, but if the police has got suspicions, reasonable suspicions, and has evidence to lay its hands on any worker, we cannot come in its way. Then the law must take its own course.

There was some reference about the resignation by 250 women workers from the Territorial Army. Exemptions were sought on their behalf from enlistment to the Territorial Army. I would say that in this modern India, sisters and brothers must work together for the defence of the country and I would urge upon my hon. lady Member who made these observations that she should persuade our sisters to be bold and come forward in the defence of the country and be prepared for it. Therefore, the question of resignation does not arise and that proposal is not very much welcome to me. I hope that our sisters in Bengal also will come up with our sisters in Punjab and that they will all become as martial as any other sisters elsewhere in the country, so far as the question of defence is concerned.

The hon. lady Member also complained that casual leave has become impossible. I would only ask her to communicate the specific instances to me.

Shri Keshavaiengar said something about the mobile post offices. We have already done that experiment. Unfortunately, it did not succeed to the extent we desired. We do not know whether we can embark upon the experiment once again.

He said that telephone should be given to each and every village and that the walkie-talkie system used by the police should also be taken advantage of. I do not know whether the walkie-talkie system can be utilised here. So far as the expansion of telephone facilities to the villages is concerned, we have yet to provide post offices to many villages and also telegraph facilities to many subdivisional and tehsil headquarters. But I hope that a day will come—that will be in the fullness of time—when all villages in India will have telephone connections. But that time is yet a little far away. Now, I shall refer to free air passage for M.Ps.

Shri Keshavaiengar: Not 'free' air pasasge.

Shri Raj Bahadur: As free as the railways.

Shri Jagjivan Ram: I will make the offer on the same terms and conditions as in the railways.

Shri Raj Bahadur: Well, I say nothing about that. But the hon. Member did have an unpleasant dig at the officers. I can only say that officers are as patriotic, as any one of us. Most of them are sincerest patriots, and hon. Member will do well to fix the responsibility for any thing that has gone wrong not on them but on the Ministers here. For anything done by the Government, or by anybody in the services, from a peon to a Secretary, we are responsible for it, and if any fault has been committed, let the blame for it be put on our shoulders and not on the shoulders of the officers or staff who cannot come here and defend themselves.

Seth Achal Singh had a grievance that we have extended the metering system to Agra alone.

Shri Jagjivan Ram: He has grown thinner!

Shri Raj Bahadur: I may say that the system has been welcomed by a majority of the people of Agra, because it cuts down the telephone bills to the number of calls made. Only, the people who complain are the big businessmen. I am sure that they will also in course of time find it more reasonable and also equitable. I cannot say that we should scrap off this thing.

Shri U. M. Trivedi was very indignant about the phonogram service. I may give some figures which will be of interest to him. During the period from 1-3-55 to 29-2-56, one complete year, the Delhi C.T.O. dealt with the following number of phonographs: A Class—14,436; B Class—14,853. The number of written complaints received during the same period was negligible, as compared to the total traffic. Whatever complaints were received, were attended to promptly. Phonogram lines have also been increased recently, and it is hoped that there will be no case of complaint in the future.

I am also glad to inform Shri U. M. Trivedi that the officer who was looking after the C.T.O. in Bombay has been transferred here as C.T.T., and I hope

[Shri Raj Bahadur]

that his demand of transfers from Bombay to Delhi has been met to some extent.

The hon. Member also said that O.Y.T. scheme has failed. I can tell him that as many as 22,990 applications were received up to 1st March, and Rs. 5,28,58,500 was collected. So far as Bombay is concerned, we have satisfied most of the demands. The hon. Member was referring to Bombay. In Bombay, as many as 8,482 applications were received, 7,895 connections were given. Deposits have been refunded—where it was impossible for us to give the telephone connections—to 194 persons. The pending applications number only 393. I hope that this demand also will be met soon.

Shri U. M. Trivedi: There are deposits since 1951.

Shri Raj Bahadur: I can assure you that so far as I know that is not so. I can tell him about the expansion that has taken place in Bombay. In 1948, the direct telephone connections were 20,000. It has gone up to 32,111 by 1st January, 1956. It has been increased by 60 per cent. We have got a plan now for Bombay for additional 40,000 lines plus 12,000 lines for replacement on which Rs. 12 crores are to be spent. It is awaiting financial sanction. So, I think the difficulties of Bombay both in regard to the provision for telephone connection and with regard to the delays in trunk calls will be eliminated.

Shri Trivedi also referred to the mail carrying system at Jodhpur. I have told him that we are having the mail carried on the cycle and not as headloads. We are considering the question of the introduction of a mail motor van for that purpose.

About the recruitment of people from Delhi and other States to the exclusion of people of Rajasthan, I can only say that—and I am repeating it—that the Constitution entitles any one living in India—from Kashmir to Cape Comorin and from Kutch to Kamrup—to apply to any post in Central Government service. If candidates from Delhi or Punjab came out successful through the examinations or the tests, the Rajasthan candidates should have no grouse against them. He and I should take umbrage if any one says that they are backward people. But I can only say that they should attain greater qualifications and greater merit.

Shri U. M. Trivedi: Will the hon. Minister enquire into the fact that those who got 44 per cent of the marks were recruited while those who secured 57 per cent were not recruited?

Shri Raj Bahadur: I would very gladly go into the case if it is given to me specifically. The system is that not only the results are announced orally but they are put up on the notice-boards of the respective offices. The marks are also given. Anybody who claims that he has a larger number of marks than the person who has been selected can easily point out the fault and the man responsible can be caught. It is so foolproof, as foolproof as human ingenuity has been able to invent so far. I do not know if it can be bettered. If any improvement is suggested, I would only welcome it.

About picking and handling of mails, he said, I would quote his words,

> "We in England have a system of picking...."

It may be his England. It is not my England. I can say only for India....

Shri U. M. Trivedi: I am very sorry, I never said, we in England. I was not born in London. I am an Indian first and an Indian last.

Shri Raj Bahadur: He may see his speech.

Mr. Chairman: Order, order. It was only slip of the tongue. Nothing further need be said about it.

Shri Raj Bahadur: I have no doubt about the nationality of the hon. Member. He is a very good Indian. I can only assure him that in course of time, we will consider this. He may also consider it. We have already examined this question. It was found that in view of the difficulties it may not be practicable. It involves certain risks both for the postal man who picks up the mail and for the person who handles it when the train is running at a high speed. It involves risk. He also made the same point last year. I think we shall have to wait for this.

Shri M. D. Joshi complained that neither I nor my senior colleague has visited his district. I have only given an assurance that any one of us will go—either he will go or if he asks me to go, I shall go—and see the conditions there. We will take note of whatever he has said. Regarding shortage of postmen also, I can only say the same thing.

As regards the Telephone Advisory Committee, wherever a committee is set up, we appoint the Member of Parliament from that area. The M.L.A s,

are recommended by the State Governments. The Chambers of Commerce, Refugee associations, the medical practitioners—they have all got associations—select men and make recommendations and we nominate them. So far as the Member of Parliament is concerned, we have made it a principle that on the Telephone Advisory Committees, we would like to have a member who represents the particular city.

With these observations, I express my gratefulness to the hon. Members for having shown consideration to the department. I would only like to make some observations about what we have done for Hindi. That point was also made by Shri Keshavaiengar. I was glad to note his views and advice. I would only say that we would take note of the suggestions made by him and examine them as to how far they could be implemented. I will say that so far as Hindi telegraph services are concerned, they have been extended. They were in operation in 651 Hindi Telegraph offices on 31-3-55. The number of such offices is now 766, that is an increase of 115 in the last 11 months. Telegraphists in Hindi T.P. working have been trained and a number of them are qualified and Hindi telegraph service has been extended to a number of telegraph offices. This Hindi T. P. service was in operation between Madras, Bombay and New Delhi. This has now been introduced between Madras and Calcutta, recently. Orders have also been issued to increase the working hours in all offices where adequate staff is available for the disposal of Hindi telegrams throughout the working hours of the offices on week days.

So far as our achievements under the First Five-Year Plan are concerned, I shall give three or four figures. We had planned in the First Plan to open 18,000 post offices. We have opened 18,900 post offices, exceeding the target to that extent. So far as local telegraph offices are concerned, we have planned for 1,200 new telegraph offices. We have opened 1,288 telegraph offices; to that extent also the target has been exceeded. As regards telephone connections, we planned for 130,000. We could achieve only 100,000, short by 30,000. So far as P.C.O.s. are concerned, the plan was 660; the achievement is 824. This is in the case of long distance P.C.Os. As regards local P.C.Os. in the same city, our plan was 1,000. We have gone up to 1,302. Under the Second Plan, we propose to open 18,000 post offices. We propose to add to the number of telephone connections 180,000 more connections. I may say that these figures for the Second Plan are only provisional and they have to be finalised by the department concerned, by the Planning Commission and by this House.

I submit that the P. &. T. workers and the department have been serving the country satisfactorily and efficiently as best as they can do in the circumstances. We hope that with the blessings and encouragement given unanimously by hon. Members of this House, they shall do better.

Mr. Chairman: I propose to call the hon. Minister at 4.40. I think, he wanted 50 minutes; that would be sufficient. There will be about 45 minutes left. I propose to call as many hon. Members desirous of speaking as possible. I would request that the observations made by the next speakers may be short. Hon. Members may try to limit their remarks to about 10 minutes.

Shri L. Jogeswar Singh (Inner Manipur): At the outset, I should like to express my thanks to the Chairman for calling on me to speak on the Posts and Telegraphs Demands. I am the only Member from Assam, Tripura and Manipur who is speaking on these Demands.

I should like to draw the attention of the hon. Minister to the position of the Central Government employees in the Indian Airlines Corporation and the Posts and Telegraphs department. These employees who are serving in Assam-Manipur and Tripura are undergoing a lot of difficulties on account of the worst type of communications available there. They are not able to get their essential supplies. The prices of these essential commodities are very very high and the cost of living is also high. On account of a number of bottle-necks in the railways, the people in that part of the country, and especially the employees in the Postal department and the Indian Airlines Corporation have to get their supplies by air. In order to solve their difficulties, the only solution is to give them a compensatory allowance. So far as the officers who are serving in Tripura and Agartala are concerned, they are given a certain compensatory allowance. The Postal and Airlines Corporation employees in Assam and Manipur are not given any compensatory allowance. These people also are undergoing all sorts of hardships. Essential supplies are got from Calcutta by air to Silchar, Agartala and

[Shri Raj Bahadur]

Imphal. The air freight is very very high. On account of these high freight rates, the prices of the essential commodities are also high. They have got to be transported by air because of the non-availability of railway services. The general public as well as the Central Government employees are put to a lot of difficulties. In this connection I request the hon. Minister to reduce the freight charge on the supplies that are transported by air for the benefit of the general public. It will benefit the people in general, and the Central Government employees in particular. In order to give them certain amenities and facilities for maintenance of their families, education of the ir children, health etc., I especially request the hon. Minister to fix certain allowances for these Central Government employees.

4 P.M.

The railway serivce is not often used in that part of the country and people generally travel by air from places like Silchar, Agartala, Imphal and Gauhati. So, I request the hon. Minister to reduce the passenger air fare also, so that the people who generally fly from Imphal to Calcutta and *vice versa*, and also the people who fly from one or other station to one or another station, mentioned above, may be benefited. Visitors and Central Government officials, when they go to that part of the country, generally fly and do not go by train as it will take them five or six days. So, all the visitors who want to see Shillong, Imphal Manipur etc., generally fly. In order to attract these visitors also, I request the hon. Minister to reduce the air fare of the passengers.

[MR. DEPUTY-SPEAKER *in the Chair*]

My third point is with regard to the Central Government employees who are posted in the hilly areas of Assam, Manipur and Tripura. Their position is far more difficult than that of those posted in the plain arcas. In the hilly areas there are no communications at all. So, all essential supplies to the interior of the hills reach there very late and the prices are also very high. These are the places where mosquitoes abound and where the people are suffering from a certain type of fever known as *kala azar*. So, the employees posted in the hill areas must be given a special allowance over and above the general allowance which I just proposed. Central Government employees are also serving in jungle areas where there are wild and ferocious animals. So they must be provided with weapons, ambulance and also medical facilities, for their health.

Another point is with regard to telecommunications and postal communications. In that part of the country, particularly during the monsoon and when there is cyclone we do not get any news or telegrams for days together, nor are we able to send telegrams. So, I especially request the hon. Minister to instal more wireless stations there, especially in those parts where communications are not available specially during the season mentioned above, such as in Imphal, Agartala and Shillong and some part of NEFA. If wireless communications are installed.... (*Interruption*) Please do not disturb, my friend. You must appreciate my viewpoint also.

Shri Bhagwat Jha Azad (Purnea *cum* Santal Parganas): I only said you add Santal district also.

L. Jogeswar Singh: I quite agree, you include Santal District, I have no objection.

Mr. Deputy-Speaker: It is for the hon. Member not to submit to that temptation. He might continue addressing the Chair.

Shri L. Jogeswar Singh: Yes, Sir. I am addressing the Chair now.

There communications are disrupted due to cyclone and during the monsoon period. Even the Prime Minister was detained for half an hour at Imphal. Even our Rashtrapati Dr. Rajendra Prasad was detained two days. Even our Deputy Food Minister, Shri Krishnappa, was detained for two days at Imphal because there was no possibility of the aeroplane landing or going up. It was essentially because the aerodrome was used by the military people. It was meant only for military purposes, not for general service. Now you propose to instal an air port at Tulihal. If this is installed I think there will be no difficulty to the general public going to Manipur State. If they go by train they will take two or three days from Calcutta. So, this aerodrome should be built as early as possible.

Another point to which I wish to draw the attention of the hon. Minister is the Post and Telegraphs. Advisory Board. There is one Board of which I happen to be a member. This Board has done very good service and has done a lot of work. Many post office branches have been extended to the interior of the hills and they propose also to instal

telegraph offices in the interior of the hills in my part of the country such as Ukhrul, Tamelong and Churachanpur. If these are opened, I think these hill people will get the advantage of sending telegrams to their near relatives who are away from that part of the country.

Coming to the installation of post and telegraph offices, the difficulty I was finding and which the Board was finding is the delay in sanctioning the amount. So I request the Minister to sanction a certain amount to be utilised for the service of telegraph offices and post offices in that part of the country. At the same time the materials which are required for the service of these telegraph offices may be supplied without any delay.

Another point is with regard to the postal building in Manipur.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri L. Jogeswar Singh: One minute.

Mr. Deputy-Speaker: One minute, but not two.

Shri L. Jogeswar Singh: I am the only person speaking on behalf of the whole area. Let me develop my point.

Mr. Deputy-Speaker: If the development begins now, that will take more time. I have warned the Member.

Shri L. Jogeswar Singh: The postal building was demolished long ago, but till now no building has been erected. There is a rented house which is not commodious. The postal employees are finding it difficult to work there and also the general public are finding inconveniences. So, I request the hon. Minister to see that a building is erected as soon as possible.

I want also extension of new aerodromes in Tulihal, Shillong and Nowgong. These are the places where communications are very bad. So, I shall extend my thanks to Government for sanctioning a certain amount for the aerodromes at these places.

I have already explained the difficulties of the visitor to Manipur. People are detained during the monsoon. They cannot go according to schedule. That is because the aerodrome now used by Government is meant only for military purposes. So, I request that the new aerodrome at Tulihal should be constructed as early as possible.

Shri Veeraswamy (Mayuram—Reserved—Sch. Castes): It is a matter for gratification that the Minister of Communications, as a great and stout champion of the Scheduled Castes of this country, has introduced the system of stamping on letters two slogans aiming at the removal of untouchability. I hope that these two slogans which are stamped on the letters in the post offices will inspire the people who see those letters and also those who stamp those letters, and untouchability will be abolished to some extent at least. At present, these slogans are stamped only in a few post offices, and that too, not very frequently. I would like to suggest that these slogans may be stamped in all the important town post offices and frequently also.

The next suggestion I would like to make is—in fact, I had made this last year also—that post offices which are to be opened in future should be located in the Scheduled Caste streets, and the caste Hindus and others should go to the Scheduled Castes to purchase postcards and other articles. That will go a long way towards the removal of untouchability and also the removal of the caste prejudices. I hope and trust that at least under the next Five-Year Plan, the Minister will see to it that almost all the post offices which are to be newly opened are located in Scheduled Caste streets, so that caste differences could gradually disappear from our country.

At present, some Hindi words are, printed in the post-card, such as the name, post office, the District and so on. These occupy a considerable space on the post-card. They are quite unnecessary, and I would say, there is no reason to have those words also. I would therefore urge the Minister to see that those words are not printed.

I now come to the grievances and the demands of the postal employees. The Minister in the Ministry of Communications, while intervening in the debate said, that the postal employees have been doing their job properly, and he also hoped that they would continue to do so in the future. I want to say that the department also should do its job properly towards the employees who are ill-paid. There is a large disparity in the pay-structure, between the maximum salary and the minimum salary. It is true that even the peons are now called class IV officers, or class IV staff. But a mere dignified designation will not put money into the pockets of the poor employees. It is the Minister who can put money into their pockets and only that money can put more and nutritious food into their stomachs, and in turn, the

[Shri Jogeswar Singh]

employees will put more energy into their work; then only, they will be more contented and happy. So, I would like to place before this House and also before the Minister certain very important genuine grievances and demands of the postal employees.

I will recall that the P.T.O. concession was in force in our country for one year; later on, it was withdrawn, and it was said that that was being withdrawn only as a temporary measure, and that it would be re-introduced. The Central Pay Commission also had recommended that the Central Government employees should be given P.T.O. concessions in order that they may be enabled to travel widely in our country. But this concession has been withdrawn, and even to this day, it has not been re-introduced. I would appeal to the Minister to consider the desirability of re-introducing it so that the Central Government employees, and the postal employees, in particular, could travel widely in the country, and enjoy their leave period. The railways and the postal department are closely inter-related, and if the railway employees could enjoy such travel facilities, then why should not the postal employees also be given similar facilities?

My next point is in regard to family allowance. Even in 1952, when I spoke first on the floor of this House, I had referred to the child allowance being paid by France to the children of the French pockets. We are now establishing in our country a welfare and socialist State, and when we are doing this great task, we should not forget that the disparity between the high pay and the low pay should go. Even though it is not possible now for Government to bridge the vast gulf between the different pay-structures, at least they can bridge the gulf partially.

If Government are not able to increase the minimum pay, at least they can give some allowance to the children of the Government employees. The children of today are the citizens of tomorrow. They are going to become the leaders of our country, Ministers, legislators, Governors and so on and so forth. So, they should be fed properly now; they should be clothed well, and they should be given proper education. Unless these things are given to the children of today, how can we have a prosperous India in the future?

I now come to house rent allowance. The house rent allowance that was being given was reduced, when in pursuance of the Gadgil Committee's recommendations, a portion of the dearness allowance was merged with the pay. On account of this, the postal employees of C category stations like Madurai, Tiruchirappalli, Coimbatore, Baroda, Kolar, Gaya, Calicut, Tirunelveli, Shillong, Ambala and so on, which are having populations ranging between one lakh and five lakhs have suffered. After all, the Gadgil Committee had not increased their dearness allowance. If they had increased the dearness allowance and then merged a portion of that allowance, then we could understand the house rent allowance being reduced. In fact, there is no such increase in the dearness allowance and therefore, it is very unfair on the part of the department to cut their house rent allowance.

The next very important point I want to bring to the notice of the Minister is about the very bad system of medically examining those people who apply for extension of their service. You might have seen in the papers that one gentleman by name, Bernard Wittle, sub-postmaster of Kotarakara, when he went to hospital for medical examination, expired on the same day. Why should these people be sent for medical examination? They are after all 55 years of age; when they apply for extension of service, the Government may or may not give extension. But it is very unreasonable, and I may say, uncivilised, to ask them to go for medical examination. When a man is asked at his advanced age to go to hospital for medical examination in connection with extension of service, you know how nervous he would feel. As a matter of fact, we know there are several Members of Parliament who have not opened their mouths. Why? Because they feel nervous, not because they cannot speak. They speak outside, but speaking on the floor of the House creates some sort of nervousness in them. So they do not speak. So it is not proper on the part of Government to send people of advanced age for medical examination.

Mr. Deputy-Speaker: But that gentleman was himself going to hospital.

Shri Veeraswamy: I ask the Minister himself whether he can go for medical examination. Many of the Ministers and Governors of our country are above 55—65 and even 70—and they are bearing the burden of responsibilities of our country. So they should also be medically examined for continuing in service.

So in all humility and humbleness, I appeal to the House and to the Minister of Communications to go into the grievances and demands that I have placed before the House and take favourable action to the benefit and satisfaction of the workers who have been doing their best for the development of the postal services in our country.

श्रीमती कमलेन्दुमती शाह (जिला गढ़वाल, पश्चिम व जिला टिहरी गढ़वाल व जिला बिजनौर, उत्तर) : उपाध्यक्ष महोदय, मैं आपको बहुत धन्यवाद देती हूं क्योंकि जब इतने सदस्य बोलना चाह रहे हैं उस समय भी आपने मुझे बोलने का समय दे दिया । मुझे अफसोस है कि मैं आपका समय ले रही हूं क्योंकि हो सकता है दूसरे माननीय सदस्य मुझ से ज्यादा अच्छी अच्छी बातें कहते। लेकिन जो आपने समय दिया है उसके लिये मैं फिर आपको धन्यवाद देती हूं । मैं अपना भाषण जल्दी ही समाप्त कर दूंगी । मुझे कुछ थोड़ी सी ही बातें सदन के सामने रखनी हैं ।

सबसे पहले मैं मंत्री महोदय को धन्यवाद दती हूं क्योंकि मेरी जो भी मांगें थी उनको उन्होंने लगभग पूरा कर दिया है । लेकिन फिर भी मांगने वाले का पेट नहीं भरता, इसलिये मैं थोड़ी सी मांगे उनके सामने और रखना चाहती हूं ।

पहली बात मुझे यह कहनी है कि दिल्ली के डाकखानों में बड़ी भीड़ होती है और रेजिस्ट्री कराने को या टिकट लेने को आदमियों के बड़े लम्बे लम्बे क्यू (लाइन) लगते हैं । इससे लोगों को बड़ी परेशानी होती है । अगर यहां स्टाफ बढ़ाया जाये तो उससे लोगों को बहुत सही फायदा हो ।

अब मैं अपने जिले की तरफ जाती हूं । वहां हमारे डाक ले जाने वाले काफी नहीं हैं । उनका स्टाफ बढ़ाया जाये तो उससे हम लोगों को बहुत सुविधा हो सकती है । अभी एक डाक ले जाने वाले को १५ या २० मील रोज चलना पड़ता है और जब वह नहीं चल पाता तो डाक समय पर नहीं पहुंचती और उन पहाड़ियों को जो अपने पत्रों के लिये दूर दूर से आते हैं बड़ी निराशा होती है । इसलिये मेरा निवेदन है कि इन गरीब लोगों के इस कष्ट को दूर करने के लिये यह स्टाफ बढ़ाया जाना चाहिये ।

दूसरी बात मुझे यह कहनी है कि मेरे जिले में नारी शिशु केन्द्र, समाज कल्याण केन्द्र इत्यादि ६ केन्द्र खुले हैं । अगर हमको वहां पर ६ रेडियो सेटों के लिये लाइसेंस मिल जायें तो मैं मंत्री महोदय का बहुत उपकार मानूंगी ।

पहाड़ों में आने जाने की कठिनाइयों को देखते हुए मेरा निवेदन है कि उस इलाके में डाक ले जाने वालों का वेतन बढ़ाया जाये । उनका वेतन बहुत कम है । अगर आप उनका वेतन नहीं बढ़ा सकते हैं तो मेरा निवेदन है कि उनको हिल एलाउंस दिया जाय और उनको प्रावीडेंट फंड आदि के रूप में कुछ दिया जाये । मैं जानती हूं कि इस समय सरकार बहुत बड़े बड़े खर्च कर रही है और इसलिये सरकार का खर्च बहुत बढ़ा हुआ है । लेकिन उसके साथ सरकार करों आदि के द्वारा अपनी आमदनी भी बढ़ा रही है । हम आशा करते हैं कि जिस तरह से सरकार और कामों के लिये रुपया खर्च कर रही है उसी प्रकार इन गरीब लोगों की आमदनी बढ़ाकर इनके कष्ट कम करने के ऊपर विचार करेगी । मेरा निवेदन है कि उनको किसी न किसी रूप में कुछ मिलना चाहिये ।उनके रहने के लिये स्थान नहीं होता । और मैंने देखा है कि वे अपना काम करके डाक बंगलों के बरामदे में पड़े रहते हैं । उनके रहने के लिये कोई स्थान नहीं है । जैसा कि अभी मेरे एक भाई ने कहा था कि जो रुपया केन्द्रीय सरकार द्वारा या राज्य सरकार द्वारा इस विभाग के कर्मचारियों के मकान बनाने के लिये मंजूर किया जाता है उसके मिलने में बहुत देर लग जाती है और इन लोगों के लिये मकान नहीं बन पाते । इस कारण उन लोगों को बड़ा कष्ट रहता है । मेरा सरकार से निवेदन है कि इस ओर भी ध्यान दिया जाये ।

एक और मेरा सजेशन (प्रस्ताव) है । वह यह कि तार की व्यवस्था के अतिरिक्त हमको कम्युनेकिटिव रेडियो सैट्स की भी व्यवस्था करनी चाहिये । हमारे यहां बहुत से ऐसे स्थान हैं जहां वर्षा आदि में डाक से पत्र पहुंचना कठिन होता है और तार के खम्बे लगाने में बड़ी कठिनाई होती है । ऐसी जगहों पर समाचार भेजने का काम इन रेडियो सेटों से लिया जा सकता है । इसके अतिरिक्त ये हमारी सुरक्षा के लिये भी काम में आ सकते हैं । अगर किसी समय समाचार भेजने के और साधन काम में न लाये जा सकें उस समय इनसे काम लिया जा सकता है और समाचार एक से

[श्रीमती कमलेन्मती शाह]

दूसरे को भेजा जा सकता है। जैसा कि इस समय हमको पाकिस्तान की तरफ से खतरा हुआ था वैसे समय में हम इनसे काम ले सकते हैं। इस प्रकार अगर हम इन सैटों का प्रबन्ध करेंगे तो एक पत्थर से हम दो चिड़ियां मारेंगे। हमारी सुरक्षा के काम ये आ सकेंगे और इनके द्वारा हम अपने समाचार भी ऐसी जगहों में भेज सकेंगे जहां साधारण साधन उपलब्ध नहीं हैं। जैसा कि मैंने कल भी कहना चाहा था हमको ऐसा काम अवश्य करना चाहिये जिससे दो लाभ हों। जैसे कि अगर हम सिपाहियों को रखते हैं तो उससे एक लाभ तो यह होता है कि हमारी बेकारी की समस्या किसी हद तक हल होती है और दूसरी ओर हमारी सुरक्षा भी होती है। इसी प्रकार यह कम्यूनिकेटिव रेडियो सैट हमारे लिये लाभदायक सिद्ध हो सकते हैं।

मैं आशा करती हूं कि मेरे सुझाव पर मंत्री महोदय विचार करेंगे।

Pandit S. C. Mishra (Monghyr North East): Deputy-Speaker, Sir, I entirely agree with the view that has been expressed by the Deputy-Minister of Communications....

An Hon. Member: Minister in the Ministry of Communications.

Pandit S. C. Mishra: I am sorry. I ought to have said 'junior Minister'.

I entirely agree with the view expressed by him about the commercial aspect of our posts and telegraphs services. I sometimes wonder at certain friends who in this House insist that this service should not at all be on a commercial basis. I do not really understand whether they are befriending the people of the Government, because as the Minister himself explained, money shall have to be found from the same source. But agreeing with the Minister on the point of the commercial aspect does not meant that this should be made an earning department. If it is placed on a no-loss-no-gain basis, I think it will just serve the purpose of the nation and the Government too. I think the only thing the postal department of the Communications Ministry needs from the general exchequer should be the capital. Beyond that, I think the department can provide every thing for itself by itself. I will request our great Minister on this point, that whereas it is not at all necessary to take away the amenities of the staff, there are many many aspects in this department where rationalisation can be introduced, and the costs can be brought down very much. I know the difficulty that the hon. Minister is experiencing. I know that he is one of the greatest leaders of the people. I have no doubt about that and I do not think anybody here has any doubt about that. But even men like him must be facing great difficulties and barriers between himself and the demands and aspirations of the people. I would suggest certain things to him.

Mention has just been made that a great number of post offices have been opened in the rural areas. I have found in one area three systems of getting in mails from three sides. I have seen two post offices getting mails from the northern side of the Ganges and two from the southern side. (*Interruption.*) Such anomalies exist, because two post offices were opened before and two were opened later; two were opened in the First Five-Year Plan and two were opened in the Second Five Year Plan (*Interruption*). I am just giving an illustration. One was opened in 1952 and the other was opened in 1954. Two of these post offices get mails from northern side and two from the southern side of the Ganges, and two from the western side. If some rationalisation is brought about in that area not only will there be improvement in the running of the post offices, delivery etc., but the cost also will be brought down much.

I have seen many other anomalies also. In one village where the population is only 400 they have a post office but in a nearby village, which has got a population of 3,000 and where they demand that there should be a post office there is none. I have read the rules and they say that if there is a post office within a distance of 3 miles, no new post office can be opened. I say, do not give a new post office but transfer that post office to the village where there is a population of 3,000. Why? Because this will treble the income that the post office is having. Now, it is being run at a loss; and the other place can easily afford to make the post office self-sufficient. That is not being attended to because everything is in a rot. The officers of the Ministry have not got the proper spirit.

Shri Jagjivan Ram: That is understandable.

Pandit S. C. Mishra: It is very laudable that the hon. Minister takes all the blame on his shoulders. It is very right to take it on your shoulders. We have

the great experience of Gandhiji. Whenever any subordinate made a mistake, he used to say: That is my mistake. But, then, he atoned for it. If on some occasion when the Minister himself or even his assistance find that there has been some palpable mistakes somewhere and they begin to atone for it in some way, then the impression will go from top to bottom that the Minister has taken the responsibility and the staff will be much more careful than what they are now. Now, they think that they can make mistakes and the hon. Minister will stand up and say that it is his mistake and everything will be finished. The Minister will not have to suffer and the staff too will have nothing to suffer. This system should be changed. I think the method of making an impression upon the staff must somehow be introduced. Either you be strict; if not the Cabinet should consider ways and means for that. Otherwise you be harsh upon yourselves.

Because the time at my disposal is very little, I will only make one or two suggestions and stop. I have said that rationalisation should be introduced in the Department. The Report of the Telegraphs and the Telephones has just now been placed before us. From that it is found that only the Telephones department is self-sufficient. Why? Because we have seen that, of late, telegrams have become useless. In 30 cases out of 50 the telegrams never serve their purpose and it is because of the inefficiency of the Telegraph branch. If improvement is made the income will also increase. In all cases when anything is run on a commercial line, it should also mean improvement to get more and more income.

Something has been said about the extra-departmental officers and offices, that their pay is very small. I have seen the opposite picture also. There are a large number of extra-departmental officers and servants who treat their pay simply as pension. They do not work even one hour a day. I have seen post offices in the villages which rarely work even half an hour daily and the peons also in the same way. I have seen peons who never go out to distribute the mails or letters. It would be a mercy if those who have letters get them from the post offices. If you go to the postmaster he will say, the letters are with the peon and you will have to go begging to the peon. Sometimes, he is not at home and if there is a child he will say: Here are some letters and you can take them. The opposite picture of the working of these extra departmental offices should also be gone into by the hon. Minister. Then waste can also be checked.

One suggestion about village panchayats. This should be very seriously gone into and it has to be seen to if embezzlement etc. cannot be controlled through the village mukhias and village panchayats etc. My suggestion is that whereas the working of the extra-departmental post offices should not be stopped—and I do not suggest that these should be made departmental people—if there is wastage that should also be gone into and ways and means found out to see that the expenses are at least commensurate with the return to the public or to the department.

[MR. SPEAKER *in the Chair*]

I will suggest that with central control even sitting here in Parliament itself he can have 500 buttons and he can have the whole country's picture before him and efficiently control them. I would request him as a man with great capacity to have greater control over all the parts of India and be able to regularise them and bring them in line with greater efficiency.

Mr. Speaker: Shri S. L. Saksena; I would like to call the hon. Minister at quarter to 5.

Shri S. L. Saksena (Gorakhpur Distt. —North): Sir, I wish to bring to the notice of the hon. Minister the grievances of my division, the most backward, probably, in the whole of India.

Shri Jagjivan Ram: I should like to remove the reasonable ones even without your speaking.

Shri S. L. Saksena: I only wanted to say that there are hardly 3 or 4 public call offices in the whole of the district of Gorakhpur which has got a population of 24 lakhs. The same is the case with Basti district and the Deoria district also. Even some tehsil headquarters have no telegraph office and there is a distance of about 40 miles from Gorakhpur. I would request the hon. Minister to see all these. I have given details in my cut motion.

There are a number of places where there are no post offices even though they are 10 or 15 miles distant from the existing post office. I would request the hon. Minister kindly to see that these grievances are removed and remedied.

* I have also tabled a cut motion about my city post office in Gorakhpur. Formerly a site was selected on a low-lying ground, and it would be a waste of

[Shri S. L. Saksena]

money to have the post office there. I then took interest in the matter and with the authorities over there we chose two sites for the purpose. Six months have since passed but there does not seem to have been any progress in the matter, and nothing has materialised so far. I would request the hon. Minister to go on with this question as the sites selected are very good ones both from the point of view of the city as well as those who come there from other places. There should be no delay merely because we have got to select a better site.

Again, when new buildings are erected there, we should see that the staff are given accommodation. This is a very big site and there is so much space there that if you plan to construct quarters for the staff, that will be helpful not only to the Government but also to the workers.

About the condition of the post office employess, enough has been said. I would only request that with his usual care for the labour class, the hon. Minister will give them a fair deal.

About air accidents, I would again remind him one thing. Somebody said that there have been 24 accidents in one year. One of the reasons probably is that the staff are not fully or properly paid. If they are properly paid, I think they will give better service.

I also want to place on record the appreciation of the House on the performances of our air personnel. For instance, some of our air personnel in charge of the Constellation aircraft which carried the Chinese people, got an award also. We wish to record our appreciation on the performance of those heroic men and I hope the staff will receive greater consideration.

Shri Jagjivan Ram: Let me begin by expressing my thanks to the Members of this House for their kind words and noble reference to the Ministry and the various Departments under my charge.

The major Department or the Department which has got mostly to do with the people, I mean the Posts and Telegraphs Department, has already been dealt with by my colleague. That is a Department which equally services the highest and the lowest, the richest and the poorest, the employed and the unemployed (*Interruption*). The activities of the Department covers all nooks and corners of the country where any human foot has ever traversed. You can realise the importance and the utility of that Department. I need not, as my colleague has already dealt with it, dilate on that Department.

I come to the other Departments. About Meteorology, it is a fact that the people do not know much about it because it is a highly technical and scientific department. But the service it renders to the people is invaluable. No aircraft can fly and no ship can ply without the aid of the Meteorological Department. Minute after minute information has to be supplied to the aircraft. Any ship plying in the ocean or the sea has to be briefed with weather conditions, and this is done by the Meteorological Department.

One popular aspect of this Department is agricultural meteorology, and we have functioned in this Department with close co-operation and co-ordination of the Indian Council of Agricultural Research. They give certain grants for certain agricultural research and we have very fine officers and scientists engaged in the work of agricultural meteorology. The question of disseminating meteorological messages is a problem. I do concede that we have not been able to tackle that problem as yet. My friend Shri Joshi, complained that the messages are not broadcast. That is true. We have been trying to broadcast these messages through the All India Radio and its various stations also. A number of telegrams are sent to a number of centres which have been detailed by the State Governments for dissemination of agricultural intelligence to the farmers. But to say that it has been very useful or very widely disseminated will be far from reality. Still we have not touched the fringe of the problem, but we are trying. It may be that in many cases you may feel that in a particular place, the forecasts are not quite correct. But the meteorological science, as it has developed up till now, can give forecasts about a particular zone; it cannot localise the place. And in that zone the particular phenomenon which was forecast by the meteorological science may occur and at a place five or ten miles from that place it may not occur, say, in the case of rainfall or wind or tempest. But in many cases I have found that the forecasts do come correct.

Shri A. M. Thomas: That is why I suggested a closer network of observatories.

Shri Jagjivan Ram: We are going to have a large number of observatories and I think we have given in the pamphlet that we have circulated a list of

the observatories. If you have not got it, I will supply you with a complete list of the observatories that we have got in the country. We are going to increase the number of the observatories. And I may tell that these meteorological observations concern the air, the earth and underground. There is a seismological section in which we read the movement of earthquakes.

I would not say very much about meteorological, but it is a useful, scientific and highly technical department. When we approach the farmers and agriculturists more and more—and that will depend mostly on the co-operation of the State Governments and the other Departments concerned—it may become to some extent popular.

I come then to the Civil Aviation Department. Here we have got an organisation of the employees of the Civil Aviation Department. That has been recognised as an association of Government employees. Due to historical reasons, the trade union of the P. & T. employees has been recognised as a trade union, but the association of the Civil Aviation Department employees has been recognised, as in the case of associations of other Government servants, as an association of civil servants. And they are as good civil servants as any other civil servants are. Much is made about the full trade union rights, full citizenship rights, and abridgement of citizenship rights ! I do not want to make it a secret,—and it is not a secret because it is known to everybody—that entry into the service of the Government and having full-fledged civil servants' rights do mean abridgement of the citizenship rights to some extent. There is no denying the fact. It is not however for the Posts and Telegraphs Department or the Ministry of Communications to decide whether we ought to do away with that abridgement and give full citizenship rights to our employees. It is a question of policy—a policy to be determined not only by the Government but by the Parliament, which is the supreme body. It raises fundamental questions—whether the loyalty of the civil servants is to change along with the change in the Ministry of the day or whether the civil servants are to be kept immune from the changes in the political complexion of Government. I am just posing that question. But, I personally do feel—if you see the working of the Governments in many countries of the world, you will yourselves find—that it is in the best interests of the country and of smooth government and administration of the country—that the civil servants should be kept aloof and not mixed up with the political parties—today this party, tomorrow that party. What do trade union rights mean? Associations have got every rights. They represent their grievances and put forward their demands. They meet officers and authorities; they meet the Ministers and discuss with them. The only right that they have not got is the right to go on strike. Here again, it is for the House to decide and not for me to decide, whether the civil servants should be given the right to go on strike or not. I will leave it entirely to the House. It is a question of larger policy. There again, I feel that the administration will be hard to run if there is no distinction between a civil servant and an industrial worker; that distinction will have to continue.

So far as the other grievances and demands of the employees that have been raised by Shrimati Renu Chakravartty and others, are concerned, I and the directorate are fully alive to these demands. We have examined several times those questions. We examined a number of their demands and discussed with them. We accepted some and rejected others and certain others are under consideration.

There are certain obvious things about which there could not be any difference of opinion between the employees and the administration—say, about accommodation. I do agree that we should provide accommodation to our employees, especially in areas like Assam, Tripura, etc. We are trying to do that. I am myself not satisfied with the progress that we have made. My colleague just now says that we have come to certain arrangements with the C.P.W.D. for expeditious working so far as the construction of office buildings and accommodation for the employees are concerned. Let me hope that this arrangement will yield better results and we will be able to put up more bulidings for the staff either of the P. &. T. or of the civil aviation or of meteorology.

As regards transport, I myself felt that, situated as our aerodromes were, the staff and officers stationed there should be given certain transport facilities for sending their children to the schools in cities and towns. It was at my instance that the question was taken up and certain arrangements have been made for the use of the Government transport for sending their children to

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the school at charges which are very nominal.

Shrimati Renu Chakravartty: But it is only in three or four centres.

Shri Jagjivan Ram: In other places where we do not have vehicles it is difficult. But I will further examine that. Wherever we do possess vehicles we will extend this concession to our employees at those aerodromes also.

Then with regard to transport for sick people, well, the arrangement was made in consultation with the Union. That is what I have been told and then I have nothing to add to that.

Shrimati Renu Chakravartty: The point is, the principle has been accepted but often there are certain preliminaries that have to be filled up and it is not always possible to fill them up. That is what I said.

Shri Jagjivan Ram: Whatever has been agreed to is in consultation and in agreement with the Union, that is what I am saying. If that is not working satisfactorily then it is always open to us to examine that because there is no difference on that point. I myself am anxious to see that whoever is suffering, formality apart, we should immediately go to his rescue.

Similarly about the duty of the chowkidars, perhaps, Shrimati Renu Chakravartty was not properly informed that on this point also some agreement has been arrived at with the Union. The question of implementing that has been taken up. It requires the recruitment of a larger number of chowkidars and an expenditure of Rs. 3 lakhs to Rs. 4 lakhs. The question has been taken up but here again I myself was very anxious that some uniformity about the duties of chowkidars as it exist on the Railways and other Ministries should be enforced and it has been done.

Then, about promotion and promotional avenues, there are avenues into the detail of which I do not propose to go. There are certain categories of staff for whom certain percentages have been reserved for promotion from lower cadre to the higher. In certain cadres it is 50 per cent and in certain cadres it is 25 per cent. Those cadres are filled up to that extent by promotion from the lower cadre and one should not forget, as has already been said that in the Communications Ministry and especially in the P. & T. Department as also in the Civil Aviation Department we have more avenues of promotion than perhaps in any other Ministry. I am trying to see that the percentages which are reserved for the employees of the lower cadre for promotion to a higher cadre are actually filled up by them. I am also trying to simplify the examinations and tests. Every year I am watching the progress and whenever I find that the progress has not been quite satisfactory I am trying to simplify or eliminate some portions of the examinations. So I should like to assure the House that I am myself very anxious to have more and more promotional avenues for the employees of the lower cadre to higher cadre, of course, consistent with the efficiency required for the higher cadre. Always it will have to be seen that the efficiency does not deteriorate.

Somebody asked why the postmen who have been working for so many years are not being promoted as clerks. We do. 50 per cent of the clerk's cadre are reserved for promotion from the postman's cadre but a minimum amount of efficiency is necessary so that a postman when he is promoted as a clerk will satisfactorily function as a clerk and discharge the duties that are incumbent upon him. So, it is not a question of automatic promotion. It is a question of testing and seeing that the man who is promoted is capable of coping with the responsibility that is cast upon him. That is what I think about the Civil Aviation Department.

I am talking only about the points that have been raised in the speeches of the various Members of the House and I am not replying to each of the cut motions that have been moved.

5 P.M.

I now come to the Indian Airlines Corporation. Shri Gurupadaswamy laboured very hard to show that....

Shri M. S. Gurupadaswamy: And produced something!

An Hon. Member: Produced a mountain out of a mole-hill.

Shri Jagjivan Ram: It is for the hon. Members to decide what he has produced. He strived to prove that the Air India International was making a profit and that the Indian Airlines Corporation was running at a loss and asked why it was so. The reply is very simple. The Air India International is a member of the I.A.T.A. as all the international airlines are. The fare and freight structure of all the international air operators are determined by I.A.T.A. No international air operator can reduce the rates of fares and freights, and they have to charge at a particular rate

which, according to the I.A.T.A., leaves a reasonable margin of profit. That is one fact. In the case of the Indian Airlines Corporation, we never can think of having a fare and freight structure which will in anyway compare with the international fare and freight structure. Ours is much cheaper. Our rate varies between two annas and four annas per passenger mile. Four annas is the highest. In any sector where the terrain is difficult we have found that this rate of four annas does not meet the cost of operation. That is one simple reason.

Then I shall give the other reason. All the international air operators are given a rebate of the petrol duty which might be charged in a country. So, whatever petrol duty we charge in this country from any international air operator, we ultimately refund it at the end of the year. So, Air India International, being an international operator, is given the rebate or refund of the petrol duty that is charged. That does not apply in the case of the Indian Airlines Corporation.

Shri Matthen (Thiruvellah): How much does it come to?

Shri Jagjivan Ram : I am coming to that. I have not got the figures for the Air India International, but I have got the figures for the Indian Airlines Corporation. You will see that in the year 1954-55, the total loss of the Indian Airlines Corporation, as given in the pamphlet, is Rs. 98.96 lakhs. The customs and excise duty that we have paid on petrol during that year come to Rs. 84·43 lakhs. I will repeat it. Our loss is Rs. 98·96 lakhs and the duty on petrol that we have paid to the Government comes to Rs. 84·43 lakhs.

Shrimati Renu Chakravartty : That is why we wanted one Corporation.

Shri Jagjivan Ram : I am just making my hon. friend Shri M. S. Gurupadaswamy appreciate this point.

Shri A. M. Thomas : He knows it.

Shri Jagjivan Ram : Those are the very simple points.

I shall go to the third point, which he tried to understand, but confused: that is the pay scales and salaries of the employees in the two Corporations. He posed the question, why not in the Air India International, why in the Indian Airlines Corporation only. My hon. friend forgets that the Air India International was a single entity before nationalisation and continues to be a single entity after nationalisation, whereas the Indian Airlines Corporation has to integrate 9 different companies with employees with varying terms and conditions of service, with varying scales of salaries. The integration itself was a complicated affair. The introduction of uniform scales of salary and conditions of service for the employees of 9 different companies with different scales of salaries for the same category of workers did result in a tremendous increase in the wage bill to the extent of Rs. 52 lakhs a year. That was the third reason.

The fourth reason—and that applies to Air India International also but in their case, the amount of compensation that they had to pay was very small as compared to the amount of compensation that the Indian Airlines Corporation had to pay. One distinction that the hon. Member should not forget between a company and this Corporation is this. No company pays any return on its capital till it earns a profit whereas, in our case, on the bonds that we are issuing, the Corporation has to pay interest. That is one fundamental difference between a private company and this Corporation.

An Hon. Member : What is the percentage ?

Shri Jagjivan Ram : Indirectly we are declaring some sort of a dividend though we are incurring a loss. This is the anomalous position. I am placing these two or three points for elucidating why, though on the face of it, it appears that we are incurring a loss, in actual practice, we are not incurring a loss. Perhaps, I may say, as I have said on previous occasions, barring one or two companies in Latin America, nowhere in the world any internal air service makes any profit. They have to be subsidised. I think I have explained this point why the Air India International is making a profit and why the Indian Airlines Corporation is running at a loss.

Then, we come to the question about the Herons. I must admit that the performance of this aircraft has not been up to our expectation. The advice which was given to us by the experts was that it is a good aircraft. It was running the Garuda Airways in Indonesia. We purchased these because we wanted light aircraft, four-engined aircraft, for small distances. It is not commodious, it is not comfortable. I will not mind that, because it is primarily for short hops. It is meant for hops where you do not require to be served with a cup of coffee or tea or some refreshment. But it has given

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us some troubles. Perhaps there are certain defects, and some new defects do occasionally develop. There has not been any major breakdown so to say, but there have been many pin-pricks on various occasions, and therefore I say that the performance of this aircraft has not been up to our expectations. The manufacturers are constantly kept in touch. They have stationed one engineer here who is looking after whatever defects are detected and doing away with them.

Shri A. M. Thomas: This disclosure is really disturbing. Will the Ministry see that unless a thorough examination is conducted it is not allowed to fly?

Shri Jagjivan Ram: That is what I have said that an engineer has been stationed here in India by the manufacturers, and whatever defects we have detected are either being removed, or till those defects are removed the particular aircraft does not fly.

Shrimati Renu Chakravartty: What was the principle on which we went in for an unproved aircraft? An unproved aircraft is always a question mark.

Shri Jagjivan Ram: Madam, I say it was not an unproved aircraft in the sense that the Garuda Airlines had been working that aircraft before we placed our orders with the manufacturers for this aircraft.

Shri M. D. Joshi: Who were the expert advisers?

Shri Jagjivan Ram: The expert advisers are the engineers, the aircraft engineers. They examine a particular engine or aircraft and then they base their advice on that.

Shri M. D. Joshi: My point was, were they Indians or foreigners?

Shri Jagjivan Ram: No, no, Indians. Our own officers, I think. But I say in this case it may happen—I will not blame my officers or the engineers. I am a lay man but when the aircraft came here, I also flew in that aircraft over Delhi. I found it had quite a good performance, but I say I will not go by my own judgement. I am a lay man, but even the engineers who saw that particular aircraft, who examined the engine and everything, found that it was quite good. I have said that there is nothing very serious, but it is not up to our expectations.

Shri Matthen: Are you optimistic now that it can be got over?

Shri Jagjivan Ram: Yes, that I am.

Then, Shrimati Renu Chakravartty raised the question of recruitment and promotions and other things. I may tell her and the House that we had a very happy, pleasant and amicable settlement with the employees of the Air Corporation regarding their terms and conditions of service, pay scales and other things. And it will be flattering myself publicly if I say that I received a very good and congratulatory letter from the employees when our discussions and negotiations came to an end and finally we arrived at an agreement. My purpose in disclosing that to the House was that the Members, when they find that an agreement has been reached between the employer and the employee, should not unnecessarily try to find out something where nothing exists.

Shrimati Renu Chakravartty: I am not so interested as to what the union did. I am interested in certain points that I have made regarding direct recruitment and promotion.

Shri Jagjivan Ram: If you will have a little patience I will take due notice of all those things that you have brought to the notice of the House. What I was saying is that it should not be the policy of certain people in season and out of season to find fault, where there is no occasion for any fault.

Shrimati Renu Chakravartty: Then, you say there is no fault.

Shri Jagjivan Ram: I am going to say that there is no fault.

Shrimati Renu Chakravartty: You prove it.

Shri Jagjivan Ram: The point that has been raised by the hon. lady Member has been settled with the union, and if she has been given any contrary information, I should say that she has been wrongly informed.

Shrimati Renu Chakravartty: Have all the recruitments been made after advertisement? You answer that point.

Shri Jagjivan Ram: I am coming to that. I have said only about the union and the agreement reached with them. I have not touched the subject of recruitment yet.

There have been recruitments. And the corporation is an autonomous corporation. It has to make its recruitments according to the rules formulated by the corporation itself. Recruitments have been made of clerical staff, mechanics and the lower cadre staff. So far as officers and those in the higher cadre are concerned, very few recruitments have

been made. I may inform the House that so far as recruitment of officers is concerned, we have laid down that all appointments to posts carrying a salary of Rs. 1,000 or more shall be made with the approval of Government. So far as the recruitment of clerical cadres, mechanics' cadres, and cadres lower than that of mechanics is concerned, I put this question to this House, are we not to leave this to the corporation itself.

Shrimati Renu Chakravartty: But they have to advertise. That is the principle that we accept. Are we going to leave it to this House to say that we will spend so much of money, but we will not advertise?

Shri Jagjivan Ram: I do not agree that even the posts of mechanics should be advertised....

Shrimati Renu Chakravartty: They should be advertised.

Shri Jagjivan Ram: ....because the cost of advertisement itself may be tremendous.

Shrimati Renu Chakravartty: At least, they should be announced.

Mr. Speaker: Order, order. Let not the hon. Member interrupt like this. The Minister will be answering the point.

Shri Jagjivan Ram: When there are several hundreds of mechanics and workers of that category doing work, do you think, or does any hon. Member of this House think, that a business concern which is to run on business lines—and it has been ordained by this House that this corporation is to run on business lines—should advertise all these posts in newspapers?

Shrimati Renu Chakravartty: It is a nationalised concern.

Shri Jagjivan Ram: Do you think that because it is a nationalised concern, and it is an all-India organisation, these posts should be advertised in the newspapers of every State? I do not agree to that. Do you think that we should waste thousands of rupees on advertisement, and yet run the corporation in a business way? I do not concede that. But I do concede, and perhaps I did take notice of that matter before it was pointed out by Shrimati Renu Chakravartty, that there should be certain criteria regarding minimum qualifications etc. In fact, in November last, when these things came up, we had given a directive to the corporation as to the minimum qualifications and experience that should be satisfied by incumbents of all categories of posts in the corporation, and we had directed that these should be followed for all recruitments. Then, we had also given a directive to the corporation in regard to the extent to which the posts will be filled by promotion and by direct recruitment from outside. This may admit of a certain amount of flexibility, but the proportion should be fixed, which should be generally adhered to.

In the case of recruitment from outside, we had said that arrangement must be made for giving wide publicity to the existence of the vacancies. We had also laid down the conditions whether there will be tests, practical, written or oral, and also interviews, and who the officers will be who will compose the interviewing bodies. So, we have taken all these precautions. There should be the widest publicity but I will not agree that they should be advertised in all the papers.

Shri S. L. Saksena: What harm is there in advertisement? Will that not be more just?

Shri Jagjivan Ram: They will be hung up on the notice-boards of various offices, saying that so many vacancies exist. But I will not concede to the demand that it should necessarily be advertised, because the Corporation being a national corporation, an all-India organisation, if we have to advertise, we will have to advertise in the papers of all the States which will involve the Corporation in unnecessary cost.

Shri S. L. Saksena: But he will get the best men, the best talent.

Shri Jagjivan Ram: For these posts, I have indicated the work that is mostly to be done. So far as the higher officers are concerned, I have said that it is done only with the approval of Government and in their case it may be advertised in this country and, where we find it necessary, it may be a world-wide advertisement. But I am talking of appointments and recruitments at a lower category, not of officers getting Rs. 1,000 and above.

Shri S. L. Saksena: Is there any Commission which invites applications?

Shri Jagjivan Ram: There is a Board formed by the Corporation. The Board invites applications. They make selections. They interview where necessary, they hold a test, where they feel a test is called for, and then they make appointments. But, as I said, we issued the

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directive in November. Certain appointments were made before that. There have been allegations of some favouritism in those recruitments even at the lower ranks. I will ask the Chairman to look into the matter and take whatever steps he thinks necessary in the matter. The House will also agree that we must make the Corporation an autonomous Corporation so that they will have flexibility to work. It should not be for Government to intervene in these minor appointments because that will take away initiative from the Corporation.

Shri Matthen: That is what we have been asking for in the case of every corporation.

Shri Jagjivan Ram: Therefore, I say that the House will not like me to intervene. Of course, if I find a *prima facie* case for intervention, I will not hesitate to intervene. But I do feel the House will not allow me to intervene in all such cases of minor appointments.

Then the question was raised about standing orders and Works Committees. Perhaps Shrimati Renu Chakravartty forgets that the standing orders, to which she refers, are the standing orders of the nine then existing companies. Once we have taken over the workers and introduced our scale of salaries and conditions of service, those standing orders of the nine different companies cannot exist. Therefore, we have framed our own conditions of service and we are going to have our own standing orders. In these matters, we do it in consultation with Unions.

Then I come to the Works Committee. Formation of these Committees is incumbent under the Industrial Disputes Act only where the appropriate authority asks the industry concerned to form it. The Chief Commissioner, Delhi, asked them. They have formed it here. But no other Works Committee has been formed anywhere else. But they have been talking to the Unions and negotiating with them. When they have anything to say the Chairman or the regional managers or wherever necessary, I also, see them.

Shrimati Renu Chakravartty: What about the Labour Relations Committee which was to have been formed under the Nationalisation Act?

Shri Jagjivan Ram: Certain steps have been taken. She will agree that Labour Relations Committee means the election of certain representatives. Till we had fully integrated all the employees of the nine different companies, we could not take that step. Now, as integration has been completed, steps will be taken for the formation of the Labour Relations Committee

Then a few small points were raised by other hon. Members. Shrimati Ila Palchoudhury was very solicitous about air hostesses.

Shri Keshavaiengar: What is the difficulty about allowing us to travel by air and saving us the tyranny of travel by train?

Shri Jagjivan Ram: There is no difficulty. I repeat once again that I am prepared, if the hon. Members so choose and your Secretariat and you decide, Sir, to say that hon. Members may travel by air on the same terms and conditions as they travel by rail. Perhaps, my hon. friend Shri Keshavaiengar will have no difficulty. Now, it is a question to be settled between him and you.

Sardar A. S. Saigal: What about telephone?

Shri Jagjivan Ram: The same thing about telephone. I am prepared to provide a telephone to every Member of the House on the same conditions as travel by the railway is permitted to them.

Shri Matthen: We know where we stand now.

Shri Jagjivan Ram: I am entirely in your hands. You have to decide and if you order, I will do that, but on the same terms and conditions as are on the railway.

An Hon. Member: A precedent is always there.

Shri Jagjivan Ram: I do not know what is the difficulty about the air hostesses. They are very charming girls and well-behaved and useful too. They are so niol. Perhaps the hon. Member is not aware that some of the Radio officers had a grievance once and it so happened that their grade was slightly lower than the grade of these hostesses. Again, there was a question of complex. They said: How is it that while we travel in the same aircraft, the air hostesses get more than the Radio officers. She will find that the grade we have fixed is quite attractive and it does attract good air hostesses.

Shrimati Ila Palchoudhury: May I have one clarification? The grade you have fixed is lower than what they were getting.

Shri Jagjivan Ram: Where is it lower than what they were getting? I say it is much higher than what they were getting

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in many of the lines. It is much higher and the hon. Member will get it confirmed if she makes an enquiry from them. They will admit that the scale that we have introduced is much higher than they were getting in many of the companies.

Sardar A. S. Saigal: In most of the companies.

Shri Jagjivan Ram: I could not follow what the hon. Member's point was. The only difficulty is that the turnover of these air hostesses is quite rapid. If you can only prolong the turnover, perhaps, that will be useful for the Corporation.

Then, again, in these days of equality, I do not know how an enlightened lady like Shrimati Ila Palchoudhury can raise the question of separate seats for lady passengers. (*Interruption*). Perhaps, our Constitution prevents any discrimination on the ground of sex. Perhaps, she was not serious.

An Hon. Member: They demand equality.

Shri Jagjivan Ram: Perhaps, she was talking in a lighter vein.

Shrimati Renu Chakravartty: Has equality been achieved?

Shri Jagjivan Ram: Do you doubt that?

Shrimati Renu Chakravartty: Oh, yes.

Shri Jagjivan Ram: The seats in the night airmail services are quite comfortable and I feel that Shrimati Ila Palchoudhury has enjoyed that and does not feel the necessity for separate accommodation for ladies like a 'ladies compartment'. That will, perhaps, be a retrograde step and, perhaps, the Women's Council would be fretful with her when they know that she was insisting on such a thing. (*Interruption*). There have been some points raised by Members here or there about local matters. The question of timings of Air services in Gujarat were raised. I will get them examined, and wherever possible I will see that those demands are met and grievances are removed.

I will say a few words about the points raised by my friend Shri Jogeswar Singh. You will please allow me your indulgence if I exceed my time by a few minutes. In those areas in Assam, Manipur and Tripura, so far as postal employees are concerned, we do give some compensatory allowance in certain stations in the shape of hill station allowance or remote area allowance. As regards other employees also, we have been giving certain allowances. The non-gazetted staff of the Indian Meteorological Department, the Civil Aviation Department, and, I presume, other Departments of the Government of India also, posted at various stations in Assam, Tripura and Manipur areas, get compensatory allowance at the following rates. In Shillong, for pay below Rs. 55 the allowance is at Rs. 3 per mensem, for Rs. 55—Rs. 100 at Rs. 5, for Rs. 101—Rs. 140 at Rs. 7, for Rs. 141 and above at Rs. 10 per mensem. This applies to Shillong in Assam and to Imphal in Manipur. At Agartala in Tripura, for pay below Rs. 35 it is at Rs. 5 per mensem, for Rs. 35—Rs. 60 at Rs. 7/8, for Rs. 61—Rs. 80 at Rs. 10 for Rs. 81—Rs. 140 at Rs. 12/8, for Rs. 141—Rs. 200 at Rs. 15, for Rs. 201—Rs. 300 at Rs. 17/8, and for pay above Rs. 300 at Rs. 20. At Passighat, there is a rate of 20 per cent of the basic pay subject to a maximum of Rs. 25 per mensem for staff other than Class IV. The above rates of compensatory allowances are those laid down by the Ministry of Finance. These are some compensatory allowances which we are paying at certain stations in Tripura, Manipur and even Assam.

The hon. Member said something about the reduction of air fares and freight rates. I do know that this area is an area where even the ordinary people have to use the air services for travelling from one place to another or for coming to Calcutta. We have set up an Air Transport Council and we have asked that Council to go into the question of rationalisation of the fare and freight structure. They have issued a questionnaire to the public and after they have given their report, I think we will revise the fare structure and the freight structure.

There are one or two difficulties in that area. The area is so difficult that wear and tear of tyres and other parts of the aircraft is abnormally high. When we have to fix the fare and freight rates, we have to take this matter into consideration. These are the factors which come into play. As I stated, the question has been referred to the Air Transport Council, they are seized of the matter, and when we receive their report, we will revise the fare and freight structure of that area.

Shri C. K. Nair (Outer Delhi): Does the wear and tear take place in the air or on the ground?

Shri Jagjivan Ram: On the ground, my dear friend.

About postal buildings at Manipur, I may assure my friend that I will look into the question.

Some more questions have been raised by Rajmata and others, and I shall ask my Department to look into them.

One thing I may point out and it is a very good point made out by Shri Mishra, about rationalisation.

I myself know that there is a large scope for rationalisation not only in the postal department but also in the telegraph and telephone departments. The expansion has been phenomenal and the stage was one of expansion. Now the stage of consolidation will start hereafter and that will be the stage for rationalisation. At present suppose we have telegraph offices at two points and we have telegraph offices at ten points in between. Offices which would have been connected with an office at a smaller distance had been connected with larger distance office. All these things do exist and that requires rationalisation.

As regards post offices, it has become a question of prestige with many villages. When a village gets a post office, the adjoining village thinks: why shall not this village have a post office and then everything starts. Whether we should have post offices so near each other is a question of public conscience also because on every post office that we start in rural areas which is not self-supporting, we spend Rs. 700 of the public exchequer and it is the duty of the public to see that post offices are not demanded at places where they are not required. Today we have many post offices where the mail bag goes empty and comes empty. Rationalisation is necessary. There, I agree. We have taken up the question of rationalisation of mail routes, post offices, telegraph circuits and telegraph offices. We will do that but that will take some time.

Shri S. C. Mishra: I only said that mistakes of the past should be rectified. No prestige should stand in the way of the department.

Shri Jagjivan Ram: It does not stand on prestige. Sometimes, the public pressure becomes so great that even a thing which is justified, we are not in a position to do. As a utility department, it has to exist on the good will of the public. We have to respect public sentiments and that becomes our difficulty.

I think I have met all the points that were raised and if any had been left, I may assure the House I will get it examined and if it is possible to implement that, I will implement that and if it is not possible or is impracticable, that will be left at that.

I once more thank the hon. Members of the House for the kind references that they have made to the Ministry and those good and kind words, I fully realise, are due to a large number of workers—something like 300,000 or even more—in the Ministry of Communications who are putting in hard, efficient, honest and sincere work to serve the nation in their own humble way.

Mr. Speaker: I shall put the cut motions to the vote of the House. Before doing that, I was asked to say something about the telephones. I am aware that the matter has been taken up. I am not the only person concerned. Members of Parliament belong to both the Houses. So far as my recommendations are concerned, I have made them. I am waiting for the concurrence of the Chairman of the other House and then I shall intimate to the House. So far as air travel is concerned that is a bigger affair. It has not yet come before me. I shall consider that.

Now I shall put all the cut motions to the vote of the House.

All the cut motions were negatived.

Mr. Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1957, in respect of the following heads of demands entered in the second column thereof:

Demands Nos. 5, 6, 7, 8, 9, 10, 114, 115, and 116."

The motion was adopted.

[*The motions for Demands for Grants which were adopted by the Lok Sabha are reproduced below*—Ed.]

DEMAND NO. 5—MINISTRY OF COMMUNICATIONS

"That a sum not exceeding Rs. 15,14,000 be granted to the President to complete the sum necessary to defray the charges

which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ministry of Communications'."

DEMAND NO. 6—INDIAN POSTS & TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)

"That a sum not exceeding Rs. 48,14,27,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Indian Posts & Telegraphs Department (Including Working Expenses)'."

DEMAND NO. 7—METEOROLOGY

"That a sum not exceeding Rs. 1,25,18,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Meteorology'."

DEMAND NO. 8—OVERSEAS COMMUNICATIONS SERVICE

"That a sum not exceeding Rs. 96,50,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Overseas Communications Service'."

DEMAND NO. 9—AVIATION

"That a sum not exceeding Rs. 3,47,63,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Aviation'."

DEMAND NO. 10—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF COMMUNICATIONS

"That a sum not exceeding Rs. 15,13,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Communications'."

DEMAND NO. 114—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)

"That a sum not exceeding Rs. 22,44,33,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Capital Outlay on Indian Posts and Telegraphs (Not met from Revenue)'."

DEMAND NO. 115—CAPITAL OUTLAY ON CIVIL AVIATION

"That a sum not exceeding Rs. 3,09,15,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Capital Outlay on Civil Aviation'."

DEMAND NO. 116—OTHER CAPITAL OUTLAY OF THE MINISTRY OF COMMUNICATIONS

"That a sum not exceeding Rs. 6,14,19,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Other Capital Outlay of the Ministry of Communications'."

NOMINATION TO PANEL OF CHAIRMEN

Mr. Speaker: I would like to make an announcement. Consequent upon the election of Sardar Hukam Singh as Deputy-Speaker of Lok Sabha on the 20th March, 1956, a vacancy has occurred in the Panel of Chairmen. Under Rule 9(1) of the Rules of Procedure and Conduct of Business I hereby nominate Shri K. S. Raghavachari to serve as a member of the Panel of Chairmen.

5.43 P.M.

The Lok Sabha then adjourned till Half Past Ten of the Clock on Friday, the 23rd March, 1956.

COLUMNS

ANNOUNCEMENT *RE*: ADMISSION OF QUESTIONS . . 3319

The Speaker informed the Lok Sabha that an officer would be sitting in the Notice Office to help the Members in the matter of Questions.

DEMANDS FOR GRANTS 3321–3452

Demands for Grants relating to the Ministry of Communications were voted in full.

COLUMNS

PANEL OF CHAIRMEN 3452

The Speaker informed the Lok Sabha that he had nominated Shri K. S. Raghavachari to the Panel of Chairmen in place of Sardar Hukam Singh who had been elected as the Deputy-Speaker.

AGENDA FOR FRIDAY, 23RD MARCH, 1956—

Discussion on Demands for Grants relating to the Ministry of Transport and Private Members' Bills.

GIPN—S-Lino—29 Lok Sabha—14-1-57—840